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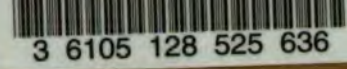
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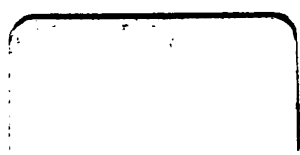
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SOUTH AUSTRALIA.

ANNUAL REPORT

OF THE

SOUTH AUSTRALIAN RAILWAYS COMMISSIONER

FOR

THE YEAR 1907-8.

Ordered by the House of Assembly to be printed September 17th, 1908.

ADELAIDE :

BY AUTHORITY: C. E. BRISTOW, GOVERNMENT PRINTER, NORTH TERRACE.

1908.

609503

[Estimated cost of printing (850), £93 1s. 4d. Lithographing, £23 16s. 4d.]

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SOUTH AUSTRALIAN RAILWAYS.

Railways Commissioner's Office, Adelaide, September 2nd, 1908.

SIR—

In accordance with the provisions of Clause 50 of the Railway Commissioners Act, 414/1887, I have the honor to submit my report and appendices, including reports from the Engineer-in-Chief and the Chief Mechanical Engineer, for the year ended June 30th, 1908.

CAPITAL ACCOUNT.

The capital expenditure on open lines, exclusive of the Palmerston and Pine Creek line, totals £13,909,635, an increase of £185,334, chiefly spent on completing the Largs to Outer Harbor railway, the construction of the Port Lincoln to Cummins line, doubling the line between Adelaide and Mitcham with extension to Clapham, additional rolling-stock, and other requirements on open lines.

The mileage open for traffic was 1,879.

WORKING RESULTS.

Earnings	£1,741,259
Expenditure	£969,530
Interest	494,636
	<u>1,464,166</u>
Surplus	<u>£277,093</u>

This year the interest chargeable to Profit and Loss Account has been calculated at the rate of $3\frac{3}{4}$ per cent. per annum on the loan capital expenditure, instead of charging the interest payable on railway bonds current, as formerly.

EARNINGS.

The comparative receipts of the last two years, exclusive of the Palmerston and Pine Creek line, were as follows:—

	1907-8.	1906-7.	Increase.	Decrease.
	£	£	£	£
Passengers—First class	121,745	110,841	10,904	—
“ Second class	297,044	260,142	36,902	—
Mails, parcels, &c.	92,634	81,295	11,339	—
Minerals	475,210	398,841	76,369	—
Wheat	84,240	93,590	—	9,350
Wool	34,219	31,835	2,384	—
Goods other than above	491,669	484,054	7,615	—
Live stock	99,529	75,184	24,345	—
Miscellaneous—Wharfage, rents, &c... .	44,969	39,586	5,383	—
	<u>£1,741,259</u>	<u>£1,575,368</u>	<u>£165,891</u>	
			Net increase.	

The

The receipts are the largest that these railways have ever earned, being £165,891 more than in the previous year.

The passenger receipts continue to steadily increase, those for the period under review showing an advance of £47,806 on the amount received during the previous year, but while the passenger journeys amounted to 12,839,428, an increase of 1,341,626, the average mileage per passenger was 12·00, as against 12·06.

The following table shows the tonnage, &c., moved in the principal lines compared with the previous year, the total tonnage hauled amounting to 2,255,996, as against 2,042,939.

	1907-8.	1906-7.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Minerals.	1,146,365	997,348	149,017	—
Wheat.	291,875	316,548	—	24,673
Wool.	22,485	20,578	1,907	—
Goods other than above.	748,255	669,546	78,709	—
Live stock—	Numbers.	Numbers.	Numbers.	Numbers.
Cattle, calves, and horses.	79,604	61,827	17,777	—
Sheep.	1,058,109	919,522	138,587	—

The average mileage per ton of goods and live stock was 120·73, as against 117·41, and the average receipts per ton were 1·04d., as against 1·08d.

The receipts per average mile open amounted to £936, as against £868, and per train mile run 83·41d., compared with 87·23d.

The falling off of £9,350 in the receipts from wheat is partly owing to a reduction of rates, but, although the yield of wheat in 1907-8 was larger than in 1906-7, the railways carried 24,673 tons less, and there is still in the State a large quantity of last season's wheat to be handled.

The Barrier traffic again showed a considerable increase on that of the preceding year, the revenue for the total business through Cockburn being £81,909 and the tonnage 179,033 in excess of the previous year.

The net revenue was £771,729, equal to 5·57 per cent. on the average capital expenditure of £13,858,699 on miles open, compared with 5·16 per cent. in the previous year, and after paying working expenses and interest on the public debt for railways £277,093 was carried to the credit of the general revenue of the State.

EXPENDITURE.

	1907-8.	1906-7.	Increase.
	£	£	£
Maintenance (including special relaying and renewals)	312,801	273,686	39,115
Locomotive Branch (including special replacements)	441,940	404,664	37,276
Traffic, Compensation, and General Charges	214,789	189,655	25,134
	£969,530	£868,005	£101,525

The

The following statement shows a comparison of the extraordinary expenditure with the previous year:—

	1907-8.	1906-7.	Increase.	Decrease.
	£	£	£	£
Relaying, resleepering and reballasting permanent way, &c.	122,502	78,849	43,653	—
Recoups to capital account for condemned rolling-stock	50,007	42,191	7,816	—
Recoups to capital account for condemned buildings, &c.	30,504	46,780	—	16,276
	£203,013	£167,820	Net increase, £35,193	

The working expenses per average mile open were £521 as against £478.

The cost of working per train mile was 46·44d. as against 48·06d.

The percentage of working expenses to revenue was 55·68 as compared with 55·10.

The satisfactory increase in the earnings and the raising of the standard of wages necessitated a much larger expenditure, but attention is asked to the fact that the outlay in exceptional improvements to the structure of the railways and in replacement of rolling-stock—the whole of which is borne in the year's working expenses—increased the cost per train mile by 3·85d. and the percentage to revenue by 4·62.

TRAIN MILEAGE.

This increased from 4,334,243 to 5,010,121, as follows:—

	1907-8.	1906-7.	Increase.
Passenger	1,874,318	1,667,324	206,994
Merchandise	3,135,803	2,666,919	468,884

GLENELG LINE.

The deviation of the Holdfast Bay Line, connecting it with the Victoria Square Line at Morphetville, and the work of doubling the line between Morphetville and Miller's Corner are in progress.

OUTER HARBOR LINE.

This line was opened for public use on January 16th, 1908, since which date the railway station has been completed, and buildings for the accommodation of the resident staff are approaching completion.

SOUTHERN LINE.

The work of doubling this line between Adelaide and Mitcham has been completed; while the branch line from Mitcham to Clapham, together with a station at the latter point, has also been constructed, and was opened for traffic on May 1st last.

The work of relaying with heavier plant, and of reconstructing the bridges at Watson's Gap and Hindmarsh River, mentioned in my last report, having been completed, it was found possible to run a fast train weekly between Adelaide and Victor Harbor during last summer; and when the reconstruction of the bridge over the

the

the Black Swamp which work is now in hand, is completed, it will, I hope, be possible at an early date to run through trains with heavier engines, thus avoiding the expense and delay involved in changing engines at Strathalbyn.

NEW LINES.

Permanent surveys for the lines authorised to be constructed between Laura and Bouleroo Centre and Gawler and Angaston were commenced last year, and at an early date tenders for construction will be called for in accordance with the Acts.

ROLLING-STOCK.

Twenty 3ft. 6in. gauge carriages, including four sleeping cars, have been fitted with Stone's electric light during the year, and authority has been given for lighting the whole of the narrow-gauge coaching stock by this system.

Orders have been given for gradual alteration of the passenger stock on the narrow gauge so as to allow a passage way through each carriage, and thus obviate the necessity for the train staff walking along the footboards of the carriages.

Travelling between Adelaide and Melbourne has, during the year, been made much more comfortable by bringing into use the services of vestibule carriages, which were constructed at Newport (Victoria) and Islington Workshops, at the joint expense of the Victorian and South Australian Railways.

In my previous report a hope was expressed that the carrying capacity of the carriages and wagons would be placed on an equally satisfactory footing to that of the locomotives as regards the hauling power. It gives me considerable satisfaction to report that during the past year the whole of the obsolete carriages and wagons have been written off to the debit of working expenses. In addition to this a large number of trucks have been provided with heavier axles and higher sides and ends at the cost of working, thus giving an increased carrying capacity to the extent of several hundreds of tons, so that the present stock exceeds in this respect that represented by the capital expenditure.

During the year tenders were received for the construction of five Class "F" 5ft. 3in. gauge locomotive tank engines; five Class "Rx" 5ft. 3in. gauge locomotive engines and bogie tenders; 10 Class "T" 3ft. 6in. gauge locomotives and bogie tenders; 102 Class "Y" wagons, 5ft. 3in. gauge; 123 Class "X" wagons, 3ft. 6in. gauge; 10 carriages, 3ft. 6in. gauge; and 10 carriages, 5ft. 3in. gauge. Of the above rolling-stock the 10 Class "T" locomotives and bogie tenders, 3ft. 6in. gauge, and the 100 Class "X" wagons, 3ft. 6in. gauge, are being constructed by James Martin & Co., at Gawler, the remainder of the stock being built at the railway workshops, Islington. The Chief Mechanical Engineer expects to have the 10 carriages, 5ft. 3in. gauge, two of the Class "F," 5ft. 3in. gauge engines, and three or four of the narrow-gauge carriages ready for traffic before next Christmas, while Martin & Co. have commenced to deliver some of the Class "X" wagons, for which they have the contract.

AUTOMATIC CONTINUOUS BRAKE.

The work of fitting the engines and passenger cars on the narrow-gauge system with the Westinghouse continuous brake has begun, and I hope it will be possible to make regular provision for continuing and completing the work.

WANDILO

WANDILO AND GLENCOE LINE.

Working Expenses.	Amount.	Revenue.	Amount.
	£ s. d.		£ s. d.
Traffic expenses	44 0 8	Tickets	55 18 1
Locomotive power	250 6 11	Excess fares	23 3 11
Carriages and wagons—Repairs and renewals	15 18 0	Parcels	29 12 1
Maintenance of way, works, and buildings	267 1 1	Mails	59 13 9
Actual working expenses for the year	577 6 8	Departmental subsidy	6 15 0
Deduct for overcharge by Loco- motive branch up to June 30th, 1907	257 7 8	Merchandise	1,424 15 0
	319 19 0	Live stock	16 2 1
Add interest on capital	552 16 6	Rents	40 14 0
	872 15 6	Total revenue	1,656 13 11
Balance to be carried to the "Glencoe Railway District Fund" at H.M. Treasury ..	390 14 4	Less 1s. per ton credited to the "Glencoe Railway Dis- trict Fund"	393 4 1
Total	£1,263 9 10	Total	£1,263 9 10

The amounts above, viz., £393 4s. 1d. and £390 14s. 4d. = £783 18s. 5d., less £61 7s. 7d. deficiency on June 30th, 1907, leave a balance of £722 10s. 10d. to credit of Fund as at foot.

SUMMARY from the opening of the line on August 22nd, 1904, to June 30th, 1908—

Revenue (Earnings)	£5,238 1 7
Working expenses	£2,606 1 10
Interest	1,909 8 11
	<u>4,515 10 9</u>
Balance to credit of the "Glencoe Railway District Fund" on June 30th, 1908	<u>£722 10 10</u>

PORT LINCOLN LINE.

The line from Port Lincoln to Cummins, 3ft. 6in. gauge, 41 miles 70 chains in length, was opened for traffic on November 18th, 1907, and the jetty at Kirton Point was completed on December 5th, 1907.

The working result from the date of opening, to June 30th, 1908, is as under—

Revenue	£2,254
Working expenses	£1,328
Interest at $3\frac{3}{4}$ per cent. on, say, £91,000 for seven and a half months, say	2,133
	<u>3,461</u>
Loss	<u>£1,207</u>

The extension of this line for a distance of 10 miles, authorised by Act No. 932 of 1907, has been surveyed, and the construction work will be put in hand at an early date.

PINNAROO LINE.

The return for the year is as below—

REVENUE.	
Coaching	£3,395
Goods	6,450
Miscellaneous	55
Total	<u>£9,900</u>
Working expenses	<u>£4,805</u>
SUMMARY.	
Revenue	£9,900
Working expenses	£4,805
Interest at $3\frac{3}{4}$ per cent. on cost of construction (£129,254).....	4,487
	<u>£9,652</u>
Less interest received from settlers during year and credited to this line	4,524
	<u>5,128</u>
Profit.....	<u>£4,772</u>

STAFF.

The year was marked by an unfortunate collision between a passenger train and a stationary goods train at Gawler on the 25th October, the immediate cause being careless working of points and signals, whereby one railway employé lost a leg, two others were incapacitated for some weeks, and a few passengers sustained slight injuries ; but otherwise the work of an exceptionally heavy year has been done in a way to reflect credit upon the staff.

PALMERSTON AND PINE CREEK LINE.

The revenue for the year was £14,462, as against £14,018 for 1906-7, being an increase of £444, due to enhanced receipts from passenger traffic and carriage of mails.

The expenditure was £14,060 as compared with £13,280 in the previous year.

The receipts per mile open were £99, against £96 ; and the train mileage was 31,007, compared with 30,901.

I have the honor to be,

Sir,

Your most obedient servant,



Railways Commissioner.

To the Hon. Commissioner of Public Works.

Comparative

Comparative Summary for Year ended June 30th, 1908, with Year ended June 30th, 1907.

Items.	1907-8.	1906-7.
Miles open at close of year, 3ft. 6in. gaugeNo.	1,280	1,238
Do. do., 5ft. 3in. do.No.	599½	594½
Average miles open for the yearNo.	1,860½	1,814½
Capital cost on miles open and completed£	13,909,635	13,724,301
Do. per mile do. do.£	7,402	7,491
Passenger traffic by ordinary and season tickets£	418,789	370,983
Coaching do. other than the above£	92,634	81,295
Mineral do. freight£	475,210	398,841
Wheat do. do.£	84,240	93,590
Wool do. do.£	34,219	31,835
Goods do. do. other than the above£	491,669	484,054
Livestock do. do.£	99,529	75,184
Miscellaneous earnings£	44,969	39,586
REVENUE—(Gross earnings)£	1,741,259	1,575,368
WORKING EXPENSES£	969,530	868,005
NET REVENUE (balance after paying working expenses)£	771,729	707,363
PERCENTAGE OF WORKING EXPENSES TO REVENUE%	55·68	55·10
Do. OF NET REVENUE TO CAPITAL COST (on average miles open) %	5·57	5·16
Number of Passenger JourneysNo.	12,839,428	11,497,802
Minerals carried..... tons	1,146,365	997,348
Wheat do. "	291,875	316,548
Wool do. "	22,485	20,578
Goods do. other than the above "	748,255	669,546
Livestock do. "	47,016	38,919
Goods and livestock, gross tonnage, freight paying "	2,255,996	2,042,939
Train miles	5,010,121	4,334,243
Total earnings per train mile.....d.	83·41	87·23
Total working expenses per train mile.....d.	46·44	48·06
Total earnings per average mile open£	936	868
Total working expenses per do.£	521	478
Locomotives.....No.	331	328
Coaching vehiclesNo.	443	429
Goods and livestock vehiclesNo.	6,226	6,140
Departmental wagons, travelling tanks, cranes, &c.No.	221	221
Population, excluding aborigines, at close of year, approximately	400,000	383,000
Miles of line open for every one thousand of population, approximately	4·70	4·78
Population for every mile of line opened.....No.	213	209

The above is exclusive of the Palmerston line.

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

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ENGINEER-IN-CHIEF'S REPORT.

Engineer-in-Chief's Office, Adelaide, August 31st, 1908.

I have the honor to report for the information of the Railways Commissioner that the Way and Works on the open lines in South Australia have been carefully maintained during the past year at a cost of £312,801 8s. 10d., including general expenses in the head office, of which sum £30,503 10s. 11d. was paid as recoup to capital for structures removed and £8,457 13s. was spent in improvements other than maintenance. There was a further expenditure of £98,344 1s. 3d. in relaying these lines in order to provide materials for the construction of new lines.

To meet these items of expenditure the original parliamentary provision was £243,900, and the balance was expended under warrant.

Throughout this report the statements of cost are the amounts actually incurred to June 30th in carrying out the respective works.

Various works of construction, being additions to the existing lines, have been carried out, amounting to £67,641 7s. 10d.

The cost of maintenance on the Palmerston and Pine Creek line was £7,577 14s., the recoup to capita for structures removed being £197 15s. The parliamentary provision for maintenance was £8,815.

The total value of the work carried out by this department at the workshops, Glanville, under the Manufacturing Account has, for the year, amounted to £117,464 6s. 2d., and the value of other work similarly carried out to various reimbursement accounts for other departments has amounted to £33,663 11s. 9d.

RAILWAYS IN COURSE OF CONSTRUCTION.

The line from Port Lincoln to the hundred of Cummins was opened for traffic on November 18th, 1907, and the jetty at Kirton Point completed on December 5th, 1907.

RAILWAYS OPEN FOR TRAFFIC.

The mileage open for traffic (including the Palmerston and Pine Creek line) on June 30th, 1908, is as follows:—

Gauge.	Double Line.	Single Line.	Sidings.
	miles. chns.	miles. chns.	miles. chns.
5' 3"	19 49	570 46	94 28
3' 6"	—	1,425 28	108 26
Mixed 5' 3" and 3' 6"	—	9 8	3 67
Totals	19 49	2,006 2	206 41

Giving a grand total of 2,024 miles 51 chains main line and 206 miles 41 chains sidings.

CONSTRUCTION WORKS ON OPEN LINES.

GENERAL.

In addition to the maintenance of the various lines, the Resident Engineers and their staffs have carried out works of construction and improvement amounting in the aggregate to £67,641 7s. 10d., as compared with £15,436 9s. 9d., for last year. The following statement shows the amount spent on each system of lines, and a list of the principal works is given below:—

	£	s.	d.
Port and North, exclusive of work done for other departments	8,375	17	4
Southern	38,441	16	3
Port Wakefield	7,306	14	11
Port Broughton and Barunga Range horse-power tramline	1	18	11
Port Pirie	12,233	15	0
Great Northern	260	12	6
Great Northern Extension	**	—	—
South-Eastern	1,169	11	5
Palmerston and Pine Creek (Northern Territory)	88	1	2
	67,878	7	6
** Credit	236	19	8
	£67,641	7	10

PORT

PORT AND NORTH LINES—5ft. 3in. gauge.

ADELAIDE.—Signals and crossover road at South line junction altered; additions made to office and store at loco. running shed; mains extended and facilities provided for extinguishing fire; roof over platform of forwarding goods shed in progress; water column moved, and ashpit for shunting engines being built; additional sidings near running shed being laid. BOWDEN.—Additional goods shed accommodation provided. Between KILKENNY and WOODVILLE.—Overway bridge erected. PORT ADELAIDE.—Fifty-ton weighbridge erected; additional sidings in hand; shed on goods platform built. PORT and SEMAPHORE LINE.—Penny-in-slot machines fixed in lavatories. SEMAPHORE.—Lengthening and tarring platform in hand. LARGS.—Signals erected; platform and station buildings completed. OUTER HARBOR.—Line extended; signals and water column erected; station building and houses for traffic staff in hand. NORTH ADELAIDE.—Portion of station yard fence renewed with pickets and galvanized iron. DRY CREEK.—House for stationmaster built; crossover road in progress. ISLINGTON.—Verandah and seating for workmen, and shed for rolling mill plant in hand. GAWLER.—Providing plant for adzing and boring machine. ROSEWORTHY.—Ladies' waiting, porter, and luggage rooms in progress. FREELING.—Increasing siding accommodation. KAPUNDA.—Roadway extended. PINE CREEK.—Ferro-concrete bridge built. ENDUNDA.—Goods siding extended; new drain to reservoir excavated. HAMLEY BRIDGE.—Alterations to permanent way, water columns, &c., completed. RIVERTON.—Additions to refreshment rooms in progress; altering siding, ashpit, and coal stage. HALLETT.—Tank and mains removed to Black Swamp. GENERAL.—Replacing three-throw by tandem switches where passenger trains cross; platforms lengthened.

SOUTHERN LINES—5ft. 3in. gauge.

SOUTH LINE JUNCTION to MITCHAM.—Doubling line; fences at level crossings extended; extending culverts in hand; platforms and shelter-sheds on "up" line in progress; junction with Glenelg Line at Mile End in hand. MITCHAM to CLAPHAM.—Line extended; Clapham passenger station built. GOODWOOD ROAD.—Passenger station completed. 4m. 55c. to MORPHETTVILLE.—Deviation of line in progress. MORPHETTVILLE to MILLER'S CORNER.—Doubling line in hand. HOLDFAST BAY LINE.—Putting line in first-class order. ALDGATE.—Sinking well and erecting pumping plant for overhead tank. VICTOR HARBOR.—Altering site of engine shed, &c., in hand; signals erected. MURRAY BRIDGE.—Additional sidings laid in goods yard; bedrooms erected at refreshment-rooms; wharf strengthened. MARKANJABUK.—Siding, platform, shed, &c., constructed. GERANIUM BORE.—Siding laid in. WILKAWATT and LAMEROO.—Approaches metallised. LAMEROO and PINNAROO.—Stationmaster's residence and box office built. PINNAROO LINE.—Providing motor car, telephonic communication, and equipment for gangs. KEITH.—Signalmen's cottages and passenger platform built.

PORT WAKEFIELD LINES—3ft. 6in. gauge.

WALLAROO.—Sidings in goods yard extended; additions and improvements made to lamps on jetty. PARAMATTA.—Additional siding laid to Paramatta Copper Mines. PORT WAKEFIELD.—Additions made to refreshment-rooms and loco. superintendent's house; engine shed from Snowtown re-erected. BLYTH.—Siding extended; sheep and cattle yards erected. GULNARE.—Additional siding put in. BRINKWORTH.—Stationmaster's office and waiting shed enlarged. BUTE.—Goods shed built. OWEN.—Sidings and road approach extended. HAMLEY BRIDGE to BALAKLAVA and KADINA to MOONTA.—Installation of Winter's block instruments completed.

PORT PIRIE LINES—3ft. 6in. gauge.

PORT PIRIE.—Portable ore bins built; loco. barracks in progress; additional connection to Barrier Wharf made. GLADSTONE.—Alterations to siding, &c., completed; siding laid in to Fisher & Son's mill; subway in hand. CALTOWIE.—Providing wooden floors and putting cement concrete under walls of maintenance cottages. JAMESTOWN.—Siding to wheat-stacking allotments constructed; subway built. BELALIE NORTH.—Station buildings erected. PEIERSBURG.—Passenger platform asphalted; room added to Traffic Superintendent's residence; loco. barracks built. OODLAWIRRA.—Cottage purchased from signalman. GENERAL.—Providing telegraph wires and instruments; sidings lengthened.

GREAT NORTHERN LINE—3ft. 6in. gauge.

QUORN.—New wash-out pit constructed.

SOUTH-EASTERN LINES—3ft. 6in. gauge.

KALANGADOO.—Passenger station built. MOUNT GAMBIER to BEACHPORT.—Telegraph communication provided. GENERAL.—Providing motor tricycles.

PALMERSTON LINE—3ft. 6in. gauge.

GENERAL.—Motor tricycles provided.

MAINTENANCE AND RENEWALS.**PORT AND NORTH LINES.**

ADELAIDE.—Relaying and repairing switches at South Line junction; loco. and traffic sidings repaired. PORT ADELAIDE.—Repairing traffic and loco. sidings. JERVOIS BRIDGE.—Tarring, painting, &c., bridge in hand. ISLINGTON.—Loco. sidings repaired. MORGAN.—Remodelling cattle yards in hand. TEROWIE.—Relaying passenger siding in hand, GENERAL.—Relaying line; renewing girders at level crossings; rail-decking culverts.

SOUTHERN LINES.

BLACK SWAMP.—Renewing piers, &c., of bridge. HINDMARSH RIVER.—Ferro-concrete bridge and deviation of line completed. GOOLWA.—Wharf repaired. VICTOR HARBOR.—Repairing piles in working jetty. MURRAY BRIDGE.—Renewing floor of main span and sleepers on swamp portion of bridge. GENERAL.—Relaying, resleepering, and reballasting line; strengthening bridges.

PORT WAKEFIELD LINES.

WALLAROO.—Jetty repaired; boiler for hydraulic works on jetty supplied. GENERAL.—Relaying and resleepering line; renewing fences; substituting rolled for wooden girders at flood openings.

PORT PIRIE LINES.

PORT PIRIE.—Renewing roof over engine shed. MANNAHILL and COCKBURN.—No. 1 reservoirs cleaned out. GENERAL.—Relaying and resleepering line; renewing girders at level crossings; earth-filling goods platforms.

GREAT NORTHERN LINE.

BRACHINA.—Cleaning out reservoir. GENERAL.—Relaying line; repairing flood damages; decking culverts.

GREAT NORTHERN EXTENSION LINE.

GENERAL.—Cleaning rust off rails and fishplates; repairing flood damages.

SOUTH-EASTERN LINES.

GENERAL.—Relaying line.

PALMERSTON LINE.

HOWLEY.—Goods platform demolished.

RAILWAY SURVEYS.**NEW AND PROPOSED LINES.****PRELIMINARY SURVEYS.**

WILLUNGA LINE.—An examination has been made for a proposed alternative line from Clapham *via* Brighton.

MOONTA to PORT HUGHES.—A preliminary survey has been made for proposed railway from Moonta to Port Hughes.

LAURA to BOOLEROO CENTRE.—Examinations have been made of portion of the proposed route *via* Yarrowie (from 11½ miles to 20 miles), in the hundred of Appila; and alternative line between Wirrabara and Fullerville.

PORT LINCOLN to HUNDRED of CUMMINS EXTENSION.—An examination has been made for the proposed extension of this line about 50 miles northwards from the present terminus in the hundred of Cummins.

KANGAROO ISLAND.—An examination has been made for a proposed railway from Kingscote westwards.

WESTERN TRANSCONTINENTAL LINE.—Arrangements have been completed for commencing the preliminary survey of this line, and four parties are now engaged in the field.

NEW AND PROPOSED LINES—(continued).**PERMANENT SURVEYS.**

GAWLER to ANGASTON and LAURA to BOOLEROO CENTRE.—The permanent surveys of these lines are now in progress.

PORT LINCOLN to HUNDRED of CUMMINS EXTENSION.—The permanent survey for extending the Port Lincoln line 10 miles northwards has been completed.

DEVIATION of HOLDFAST BAY LINE.—The permanent survey has been made for a line to connect the Holdfast Bay and Victoria Square lines at Morphettville.

EXISTING LINES.

PORT and NORTH LINES.—The Adelaide and Terowie line has been recentred and regraded from 3 miles 72 chains to 6 miles 29 chains, and over Burra Creek bridge at 101 miles 48 chains.

The Roseworthy and Morgan line has been recentred and regraded from 37 miles to 40½ miles; from 43 miles 2 chains to 44 miles 48 chains; from 52 miles 6 chains to 52 miles 31 chains; from 55 miles 74 chains to 56 miles 17 chains; from 69 miles 2 chains to 69 miles 46 chains; and regraded from 40½ miles to 40 miles 48 chains.

The Gawler Tramway has been recentred and regraded.

Surveys have been made for—New overway footbridge at Woodville; new sidings for Loco. at Adelaide running shed; new coal sidings at Port Adelaide; alterations to Port Adelaide Dock Company's sidings near Fisher Bridge; new siding for Traffic at Outer Harbor; defining boundary of portion of Bowden station yard; new sidings to Produce Export Depot, Port Adelaide; alterations to sidings for 50-ton weighbridge, Port Adelaide; new siding for Messrs. Bagot, Shakes, & Lewis, Port Adelaide; extension of "up" platform, Port Adelaide; defining new boundary on north side of Adelaide station yard from Victoria Bridge to Torrens Weir; relaying North line junction; proposed overway bridge north of Gawler station; new sidings and earthworks in Freeling station yard; occupation crossing at 67½ miles, near Eudunda; and new drain into Eudunda railway reservoir.

SOUTHERN LINES.—The Adelaide and Nairne line has been recentred and regraded at Port Road and Gaol Road bridges; from 5 miles 30 chains to 6 miles 20 chains; from 13 miles 38 chains to 13 miles 42 chains; from 19 miles 42 chains to 19 miles 69 chains; from 22½ miles to 24 miles 36 chains; from 26 miles 62 chains to 28 miles; and regraded from 14 miles 77 chains to 15 miles 11 chains.

The Nairne and Victorian Border line has been recentred and regraded from 42 miles 50 chains to 43 miles 22 chains; recentred from 67 miles 6 chains to 67½ miles; and regraded from 66 miles 30 chains to 67½ miles.

The Strathalbyn and Victor Harbor line has been recentred and regraded over Black Swamp bridge, and regraded from 73 miles to 75 miles 65 chains.

Surveys have been made for—Alterations to sidings at Mitcham; new crossover road at South Line junction; and defining boundaries of railway land at Blackwood.

Cross sections have been taken for proposed ballast siding at 41½ miles, near Callington.

PORT WAKEFIELD LINES.—The Balaklava and Port Wakefield line has been recentred from 73 miles 36 chains to Port Wakefield (82½ miles), and regraded from 71 miles 38 chains to Port Wakefield.

The Kadina and Snowtown line has been recentred and regraded from 144½ miles to 147½ miles.

The Balaklava and Blyth line has been regraded from Kybunga (87 miles 25 chains) to Blyth (92½ miles).

At Wallaroo the boundaries of portion of old tramway land have been surveyed.

PORT PIRIE LINES.—The Terowie and Petersburg line has been recentred and regraded from Terowie (140 miles) to Gumbowie (147½ miles).

At Cockburn cross sections have been taken over No. 1 reservoir to determine quantity of silt removed.

SOUTH-EASTERN LINES.—The Kingston and Naracoorte line has been recentred and regraded from 243 miles 72 chains to Stewart's Range (248 miles),

The Mount Gambier and Beachport line has been recentred and regraded from 312 miles to 317 miles.

PORT LINCOLN to HUNDRED of CUMMINS LINE.—A preliminary survey has been made for a railway water supply at Port Lincoln from Happy Valley Spring.

Surveys have been made for opening and closing roads on the Port Lincoln line.

COMPARATIVE

COMPARATIVE STATEMENT FOR FOUR YEARS.

The following is a summary of the results of maintenance on each system of lines in comparison with those of the last three years:—

Name of System and Gauge.	Year.	Miles of Single Line.	Miles of Sidings.	Ordinary and Current Repairs.		Extraordinary Repairs and Renewals.		Average Number of Men Employed per Mile, including sidings.					
				Cost per Mile of Single Line, Sidings included.	Cost per Mile of Single Line, Sidings not included.	Cost per Mile of Single Line, Sidings included.	Cost per Mile of Single Line, Sidings not included.	Superintendence.	Artisans.	Gangers.	Packers.	Laborers.	Total.
5ft. 3in.		m. ch.	m. ch.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
Port and North† ..	1905	247 74	70 78	106 16 2	113 3 1	14 8 10	18 11 6	·03	·13	·10	·31	·17	·74
	1906	247 74	70 78	113 3 1	145 10 11	35 6 2	45 8 4	·03	·11	·11	·31	·22	·78
	1907	247 74	70 78	108 10 4	139 9 6	224 16 3	289 3 5	·03	·32	·10	·31	·99	1·75
	1908	247 74	70 78	127 6 4	163 15 3	248 15 11	320 0 5	·03	·27	·11	·30	1·09	1·80
Southern	1905	266 43	27 48	76 6 0	84 3 10	33 8 9	36 17 11	·03	·04	·14	·30	·14	·65
	1906	266 74	27 57	82 9 9	91 1 0	78 19 3	87 18 2	·03	·04	·14	·29	·18	·68
	1907	†339 4	†29 25	81 7 7	88 8 3	35 6 9	38 7 11	·02	·06	·12	·27	·25	·72
	1908	352 29	29 62	77 17 6	84 14 0	58 14 2	63 17 2	·03	·05	·11	·25	·21	·65
3ft. 6in.													
Port Wakefield ..	1905	201 73	20 60	77 0 5	84 18 9	44 9 0	49 0 5	·03	·03	·10	·18	·10	·44
	1906	201 73	20 60	75 15 0	83 10 8	30 1 1	33 2 10	·02	·02	·10	·19	·13	·46
	1907	201 73	21 23	77 12 10	85 16 7	34 8 0	38 0 7	·03	·03	·10	·18	·13	·47
	1908	201 73	21 24	73 16 8	81 12 6	123 6 6	136 6 8	·02	·03	·10	·16	·14	·45
Port Pirie †	1905	322 24	31 25	62 15 5	68 17 5	120 19 5	132 14 5	·03	·02	·14	·18	·07	·44
	1906	322 24	31 28	64 17 1	71 3 5	64 1 9	70 6 5	·03	·03	·14	·17	·09	·46
	1907	322 24	31 33	65 17 1	72 5 6	76 8 4	83 17 3	·03	·02	·14	·16	·10	·45
	1908	322 24	31 35	69 11 3	76 7 0	27 18 3	30 12 8	·03	·01	·14	·17	·12	·47
Great Northern ..	1905	233 49	23 69	53 2 1	58 10 6	32 11 6	35 18 2	·02	·02	·08	·21	·11	·41
	1906	231 49	20 55	57 10 4	62 13 1	5 11 7	6 1 7	·02	·01	·08	·17	·06	·34
	1907	231 49	20 55	64 6 0	70 0 10	11 17 8	12 18 11	·01	·02	·08	·17	·07	·35
	1908	231 49	20 55	66 12 5	72 11 5	39 19 11	43 11 4	·01	·02	·08	·17	·08	·34
Great Northern Extension	1905	244 36	9 46	23 0 9	23 18 9	1 6 4	1 17 5	·02	·01	·02	·07	·04	·15
	1906	246 36	7 79	22 19 8	23 14 6	0 11 9	0 12 3	·02	—	·02	·07	·03	·14
	1907	246 36	7 79	29 16 3	30 15 7	0 6 10	0 7 0	·02	—	·02	·07	·04	·15
	1908	246 36	7 79	37 18 1	39 2 7	5 1 11	5 5 2	·02	·01	·02	·07	·04	·16
South-Eastern ..	1905	†221 51	†14 22	39 12 5	42 3 5	4 9 1	4 14 10	·02	—	·10	·16	—	·29
	1906	224 57	14 43	41 12 0	44 5 10	8 16 8	9 8 1	·02	·01	·10	·16	·01	·30
	1907	224 57	14 49	42 8 1	45 3 3	8 17 1	9 8 7	·02	·01	·10	·17	·01	·31
	1908	224 57	14 49	42 4 6	44 19 5	13 12 5	14 10 1	·02	·01	·10	·15	·01	·29
Palmerston and Pine Creek	1905	145 34	8 26	46 18 11	49 12 8	1 2 8	1 3 11	·02	·01	·08	·15	·02	·29
	1906	145 34	8 26	47 7 10	60 2 2	3 14 0	3 18 2	·02	·02	·08	·15	·01	·28
	1907	145 34	8 26	45 1 3	47 12 11	1 5 11	1 7 5	·02	·01	·08	·13	·02	·26
	1908	145 34	8 26	48 1 4	48 14 0	1 7 9	1 9 4	·01	·01	·08	·13	·04	·27

† Average length maintained.

‡ The amounts £120 19s. 5d. and £132 14s. 5d., under heading of Extraordinary Repairs and Renewals, Port Pirie Lines, include special relaying to obtain rails for the construction of the Tallem Bend and Pinnaroo Railway.

‡ The amounts £224 16s. 3d. and £289 3s. 5d., under heading of Extraordinary Repairs and Renewals, Port and North Lines, include recoup to capital for old Adelaide Station buildings removed.

THE COST OF MAINTENANCE AND RENEWALS.

The total cost of maintenance per mile of single line and sidings on the PORT AND NORTH LINES has increased from £333 4s. 10d. to £376 2s. 3d.; on the SOUTHERN LINES from £116 14s. 4d. to £136 11s. 8d.; on the PORT WAKEFIELD LINES from £112 0s. 10d. to £197 3s. 2d.; on the PORT PIRIE LINES it has decreased from £142 5s. 5d. to £97 9s. 6d.; on the GREAT NORTHERN LINE it has increased from £76 3s. 8d. to £106 12s. 4d.; on the GREAT NORTHERN EXTENSION LINE from £30 3s. 1d. to £43; on the SOUTH-EASTERN LINES from £51 5s. 2d. to £55 16s. 11d.; on the PALMERSTON LINE from £46 7s. 2d. to £47 9s. 1d.

GOVERNMENT WORKSHOPS, GLANVILLE.

The average number of men employed during the year was 360, and the value of work executed has been as follows :—

Description.	No.	Weight.	Cost.	Average Rate per Ton.
		Tons cwts. qrs. lbs.	£ s. d.	£ s. d.
Pipes, 2" cast-iron S. and F.	54,207	1,343 0 2 4	9,533 10 0	7 2 0
" 3" " "	19,126	1,063 9 1 25	7,476 16 9	7 0 7
" 4" " "	6,549	505 15 3 13	3,464 9 7	6 17 0
" 5" " "	4,777½	482 1 0 11	3,359 13 4	6 19 5
" 6" " "	6,814	887 15 0 7		
" 8" " "	813	160 3 3 20		
" 10" " "	4,948½	1,340 18 1 21	28,399 15 7	6 16 11½
" 12" " "	4,945	1,649 1 3 16		
" 15½" " "	218	109 13 1 9		
Total pipes	102,397½	7,541 19 2 14		
Cast-iron castings	—	649 19 3 1	7,894 17 11	12 2 11
		8,191 19 1 15		
Gunmetal castings	—	11 2 1 16	1,051 17 6	10½d. per lb.
Miscellaneous articles made to Chief Storekeeper's orders and general repairing work for various departments, &c.			56,283 5 6	
			£117,464 6 2	

ALEX. B. MONCRIEFF, M.Inst.C.E., M. Am. Soc. C.E., Engineer-in-Chief.

The Railways Commissioner.

CHIEF MECHANICAL ENGINEER'S REPORT.

Chief Mechanical Engineer's Office, Islington, August 27th, 1908.

Sir—I have the honor to report on the working and cost of the Locomotive, Carriage, and Wagon Department for the year ended June 30th last, and to forward the usual appendices.

The engines, rolling-stock, pumping plant, and workshop machinery have been efficiently maintained during the year.

The mileages run on both gauges, and cost per mile of locomotive working, for the two years 1907 and 1908 are as follow:—

Item.	Year ended June 30th—		Increase.	Decrease.
	1908.	1907.		
5FT. 3IN. GAUGE.				
Train miles.....	2,299,078	2,008,294	290,784	—
Engine miles.....	3,394,432	2,929,665	464,767	—
Expenditure.....	£245,814	£225,531	£20,283	—
Cost in pence per train mile.....	25.68	26.95	—	1.29
“ engine mile.....	17.38	18.48	—	1.10
3FT. 6IN. GAUGE.				
Train miles.....	2,711,043	2,325,949	385,094	—
Engine miles.....	3,573,664	3,022,738	550,926	—
Expenditure.....	£196,126	£179,133	£16,993	—
Cost in pence per train mile.....	17.36	18.44	—	1.08
“ engine mile.....	13.17	14.22	—	1.05
BOTH GAUGES.				
Train miles.....	5,010,121	4,334,243	675,878	—
Engine miles.....	6,968,096	5,952,403	1,015,693	—
Expenditure.....	£441,940	£404,664	£37,276	—
Cost in pence per train mile.....	21.17	22.41	—	1.24
“ engine mile.....	15.23	16.32	—	1.10

I draw attention to the fact that during the year my working expenses have been charged with £50,252 as a recoup to capital on account of condemned rolling-stock, &c., and an adjustment of accumulated deficiencies in the Coaching and Goods and Live-stock, representing 2.41d. per train mile. But for this heavy charge the cost per train mile would have been 18.76d. instead of 21.17d.

Locomotive Repairs.—The expenditure on heavy repairs at the Islington Workshops to engines of both gauges amounted to £55,748, and at the narrow-gauge shops the sum of £4,343 was expended. Of the former amount £12,940 was spent on new boilers.

An outlay of £1,557 was incurred in alterations and additions; and repairs caused by accidents to engines, cost £817.

Sixty-seven (67) 5ft. 3in. gauge and twenty-two (22) 3ft. 6in. gauge engines after general overhaul, and twelve (12) 5ft. 3in. gauge engines after partial repairs, were turned out of the Islington Workshops; and twenty-one (21) 5ft. 3in. gauge and twenty-two (22) 3ft. 6in. gauge engines were under repairs in the workshops on the 30th June.

Eight (8) 5ft. 3in. gauge and six (6) 3ft. 6in. gauge engines were fitted with new boilers.

At the narrow-gauge shops thirty-eight (38) engines were dealt with, and eight (8) were in hand on the 30th June.

The expenditure on tender repairs, ordinary running and shed repairs to engines amounted to £19,631 for the 5ft. 3in. gauge and to £15,871 for the 3ft. 6in. gauge stock.

The total expenditure out of revenue on repairs, renewals, and replacements of engines, coaching stock, and goods and live-stock vehicles was as follows:—

	£	s.	d.
Engines and tenders	97,966	15	2
Coaching stock	57,903	8	9
Goods and live stock	50,357	13	9
	£206,227	17	8

During

During the year the following new rolling-stock was completed and issued to traffic:—

INTER-STATE JOINT STOCK.

4 vestibule lavatory bogie sleeping carriages, designated "Melbourne," "Adelaide," "Ballarat," and "Wolsley"	}	Constructed at Newport Workshops, Victoria
6 first class vestibule bogie lavatory carriages, AVE		
2 passenger bogie brake vans, DVE		
1 mail baggage bogie van, EEB		
2 bogie sorting vans, EES		
6 second class vestibule bogie lavatory carriages, BVE	}	Constructed at the Islington Workshops.
*4 passenger bogie brake vans DVE		

* Two vans taken over by the Victorian Railway Department for Melbourne and Sydney traffic.

5FT. 3IN. GAUGE.

2 composite bogie carriages	}	Constructed at the Islington Workshops.
31 open steel wagons, class X		
10 steel louvered vans, class A		

3FT. 6IN. GAUGE.

2 second class lavatory bogie carriages	}	Constructed at the Islington Workshops.
9 steel louvered vans, class V		
3 composite bogie brake and sleeping vans		

The following rolling-stock was withdrawn from traffic:—

5FT. 3IN. GAUGE.

1 second class carriage	Condemned.
1 open wagon, class H	Smashed up at Gawler accident.

3FT. 6IN. GAUGE.

6 open wagons, class C	Sold to the Marine Board.
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In my last annual report I made reference to the question raised by the late Chief Mechanical Engineer of fitting the whole of the rolling-stock on these railways with the Westinghouse automatic continuous brake, and am pleased to be able to report that the sum of £14,000 has been provided for equipping a number of engines and the whole of the passenger stock on the narrow-gauge lines. This important work is now in hand, and I hope that as it progresses the Government will advance a further sum of money so that the whole of the 3ft. 6in. gauge engines and live-stock vehicles may be similarly equipped.

Contracts were let during the year to Messrs. James Martin & Co., Gawler, for the construction of ten class T, 3ft. 6in. gauge, engines and tenders, and 100 class X, 3ft. 6in. gauge, wagons of 12 tons carrying capacity, and I am pleased to report that the work is progressing satisfactorily.

Locomotives.—In addition to the repairs which have been effected to locomotives of both gauges, 16 boilers were constructed at the Islington Works, ten for 5ft. 3in. gauge and six for 3ft. 6in. gauge engines. The following boilers were under construction at the close of the financial year:—

5 class F, Belpaire, 5ft. 3in. gauge.
5 class Rx, Belpaire, 5ft. 3in. gauge.
10 class Yx, Belpaire, 3ft. 6in. gauge.

Materials were also received for 12 additional R, Belpaire, boilers for engines working on the South line, and materials for 16 new boilers of various classes for engines working on 5ft. 3in. gauge lines are also under order.

Satisfactory progress was made during the year with the building of five class F, 5ft. 3in. gauge, suburban tank engines, and five class Rx, 5ft. 3in. gauge, locomotives for South line working, and I am hopeful of being able to complete two of the former in time for the Christmas holidays.

Carriages.—Six second class vestibule corridor carriages for the Adelaide-Melbourne express and four 60-ft. brake vans (similar in design to the carriages) were completed and issued to traffic during the year, our portion of the joint stock, together with that built in Victoria, going into service as from the 1st November, 1907. The new express train as a whole, so far as accommodation is concerned, forms one of the best in the Commonwealth, and is probably equal to any other train in the world.

Three employes sleeping carriages were completed and issued to traffic. These vehicles are built on the bogie principle, every consideration possible having been given to the comfort of the men requiring to use them. They are provided with lavatory accommodation and equipped with the electric light. These carriages are for the convenience of enginedrivers, firemen, and guards working livestock trains in the Far North, and from inquiries made I am given to understand that they are greatly appreciated by the staff.

Two broad-gauge composite carriages were constructed and handed over to traffic, and two narrow-gauge carriages were built and shipped to Port Lincoln for use on that line.

We are now building 10 suburban carriages for the Glenelg line, which I hope to have finished for the Christmas traffic, and 10 narrow-gauge standard bogie lavatory carriages.

Twenty carriages, including four sleeping cars for the 3ft. 6in. gauge, were fitted with Stone's electric light, which is giving every satisfaction. The progress of this work has been somewhat hindered owing to the fact that a number of the carriages, in addition to being equipped with the electric light, have been altered so as to provide through communication for the guards, thereby doing away with the risk of accident to which they were liable owing to the fact that it was necessary for them to climb along their trains outside the

the carriages for the purpose of collecting tickets, &c. Lavatory accommodation has also been provided in a number of the standard carriages. These alterations were absolutely necessary in the interests of the travelling public and the staff.

With a view to improving the lighting on the broad gauge, 66 carriages were fitted with incandescent mantles, and as satisfactory progress is being made with this work, I anticipate that all our 5ft. 3in. gauge carriages will be so equipped during the current financial year. The addition of these mantles has effected a great improvement in the light, which is much appreciated by passengers.

Goods and Livestock.—In addition to the goods and livestock vehicles issued to both gauges during the year, a large number of wagons, more particularly on the 3ft. 6in. gauge, have been altered with a view to increasing their carrying capacity, and on that gauge alone the additional carrying capacity thus provided is equal to 77 eight-ton wagons.

Machinery.—A few new machines have been installed at the Islington Workshops, among them being one Alfred Herbert's turret lathe, which is doing first-class work very economically and with such good results that authority has been given for the purchase of another machine of the same type. With a view to reducing the cost of dealing with copper stay bolts, a stay bolt riveter manufactured by "Tierney" was also brought into use. An additional wood-moulding machine was erected in the wood-machine shop, and in order that the work may be turned out more economically and expeditiously, three or four other machines for this shop are under order and will be erected during the current year.

The rolling mill plant, which arrived from England during the year, will shortly be erected. There was not sufficient room for this mill in the blacksmith's shop, where it was originally intended to place it, and a new shed is now being built for its reception. I expect to have the plant in use during the year, but progress in this direction has been slow owing to the fact that it was found necessary to provide specially piled foundations, which are now being placed in position.

At outside stations several improvements have been effected. At Petersburg in connection with the extension of the repair shop some additional machines were provided, and are now at work; but as the traffic in this district during the period under review has improved more machines will be necessary in order to cope with the repairs and renewals of the stock.

At Naracoorte a small power plant has been provided for working the few machines there, the shafting being driven by an oil engine, with the result that the work is more economically and satisfactorily performed.

At Port Adelaide two additional coal sidings were laid down with second-hand plant, and a large area of swampy ground reclaimed, so that instead of being limited to a stacking ground capable of carrying about 1,000 tons of coal we have now accommodation for between 6,000 and 7,000 tons at this depôt for emergency purposes, from which outside stations may be supplied as occasion arises. This enables us to expedite the discharge of cargoes of coal and more quickly release the trucks when required for other traffic. The proper way, however, to deal with large consignments, which sometimes reach the port by two or three boats at the same time, would doubtless be to erect overhead bins on the wharf, so that in the absence of sufficient trucks to handle a cargo the coal could be discharged into bins and subsequently loaded into trucks by gravitation and sent to the various stations, when trucks are available. Such an arrangement would also be of great service at Port Pirie, and go a long way towards getting rid of the complaints which are made from time to time of the shortness of trucks, as well as prove more economical than our present method. While on this question I may say that four coaling cranes were ordered some time ago, and are now on the way out from England. They will be brought into use at Adelaide, Islington, Petersburg, and Port Pirie respectively.

The above figures are exclusive of any reference to the Palmerston and Pine Creek Railway.

I have, &c.,

B. F. RUSHTON,

Chief Mechanical Engineer.

The South Australian Railways Commissioner, Adelaide.

BALANCE-SHEET JUNE 30th 1908

Dr.

SOUTH AUSTRALIAN RAILWAYS IN ACCOUNT

	£	s.	d.	£	s.	d.
To Loan Capital	—			13,368,506	14	10
Viz.:—Amount of Bonds, Stock, and Bills issued	13,628,372	0	0			
Less transferred to other undertakings	259,865	5	2			
	£13,368,506	14	10			
To Contribution from Revenue, &c., for Capital	—			4,984,702	5	10
As per Railways Commissioner's Report to June 30th, 1908 (Appendix 6)	545,272	5	10			
Bonds redeemed out of Revenue to July 1st, 1908	908,611	0	0			
Bonds and Treasury Bills redeemed under Consolidated Stock Act since July 1st, 1896	£1,276,901	0	0			
Bonds under Acts 47/76 and 57/76, redeemed by issue of Inscribed Stock and Treasury Bills under Act 896 of 1905	2,253,918	0	0			
	3,530,819	0	0			
	£4,984,702	5	10			
To Contribution from Revenue for Working Cost.....	—			1,243,501	17	4
Balance of Receipts and Payments to June 30th, 1907.....	1,501,295	16	9			
Deduct—Excess Receipts over Expenditure, 1907-8.....	257,793	19	5			
Viz.:—						
Interest on Loans.....	£494,635	17	11			
Expenditure per Treasury Accounts....	£1,003,656	6	7			
Less transferred to N. Territory — Palmerston line	152	2	2			
	1,003,504	4	5			
	1,498,140	2	4			
Revenue paid into Treasury	1,755,934	1	9			
	£257,793	19	5			
	1,243,501	17	4			
To Sundry Accounts Owing by Railway	—			40,502	18	0
Balances owing to other Railways, &c., Account Revenue	2,741	11	9			
Balance due Public Supply Department for Stores on Revenue Account	15,353	7	2			
Expenditure Accounts in Suspense	16,713	17	6			
Revenue Accounts in Suspense	0	8	7			
Deposits, Contractors' and others	1,679	19	2			
Deposits, Salaries Unclaimed	107	6	3			
Fines Account	634	13	7			
Railway Districts, Glencoe	589	4	2			
Railways Assurance Trust Fund	218	2	4			
H.M. Treasury—Pinnaroo Railway Contract	2,464	7	6			
	£40,502	18	0			
				£19,637,213	16	0

Examined with the stationmasters' and inter-State monthly returns, the monthly abstracts certified by the Traffic Auditor, the abstract of ledger balances, the expenditure vouchers, and the Treasurer's accounts of receipts and payments, and found to agree therewith.

September 7th, 1908.

P. WHITTINGTON, Commissioner of Audit.

dix 1.

(EXCLUSIVE OF PALMERSTON LINE).

WITH HIS MAJESTY'S GOVERNMENT.

Gr.

By Railway Construction									£	s.	d.
									13,911,041	8	2

J. PICKERING, Comptroller of Accounts.

Appendix 2.

MILEAGE OPEN for TRAFFIC to JUNE 30th, 1908 (exclusive of Palmerston Line).

From	To	Date of Opening.	* Main Line Mileage.		Total for each System.	
			Miles.	Chains.	Miles.	Chains.
Midland System—						
Adelaide	Port Adelaide	April 21st, 1856	7	34		
Do. (North Junction)	Smithfield	June 1st, 1857	17	54		
Dry Creek	Stockade	June 1st, 1857	2	46		
Smithfield	Gawler	October 5th, 1857	5	75		
Gawler	Roseworthy	August 13th, 1860	5	50		
Roseworthy	Kapunda	August 13th, 1860	17	37		
Dry Creek	Port Adelaide	February 1st, 1868	4	35		
Roseworthy	Tarlee	July 5th, 1869	23	77		
Tarlee	Manoora	February 21st, 1870	21	23		
Manoora	Burra	August 29th, 1870	25	47		
Port Adelaide	Semaphore	January 7th, 1878	1	69		
Burra	Hallett	May 10th, 1878	18	36		
Kapunda	Morgan	September 23rd, 1878	56	64		
Gawler Station	Gawler Town	February 17th, 1879	1	16		
Hallett	Terowie	December 14th, 1880	20	11		
Glanville	Largs Bay	February 16th, 1891	1	27		
Woodville	Grange	January 1st, 1893	3	44		
Grange	Henley Beach	February 1st, 1894	1	45		
Largs (Junction)	Outer Harbor	January 16th, 1908	4	18		
	Total	(5ft. 3in. Gauge)			241	8
Northern System—						
Port Wakefield	Hoyleton	January 1st, 1870	28	41		
Hoyleton	Blyth	March 1st, 1876	13	41		
Kadina	Moonta	March 1st, 1878	17	10		
Port Wakefield	Kadina	October 9th, 1878	34	55		
Kadina	Snowtown	October 1st, 1879	33	17		
Hamley Bridge	Balaklava	January 15th, 1880	22	13		
Moonta Bay	East Moonta (5ft. 3in. gauge) ..	March 1st, 1878	4	2		
Moonta	Hamley Flat (5ft. 3in. gauge) ..	February 15th, 1897	1	10		
Port Pirie (Ellen Street)	Crystal Brook	December 10th, 1875	17	77		
Crystal Brook	Gladstone	December 7th, 1876	14	34		
Gladstone	Caltowie	January 19th, 1878	11	20		
Caltowie	Jamestown	July 15th, 1878	7	61		
Port Augusta	Quorn	December 15th, 1879	24	47		
Quorn	Hawker	June 28th, 1880	40	47		
Jamestown	Yongala	December 14th, 1880	15	34		
Yongala	Petersburg (Junction)	January 17th, 1881	6	10		
Petersburg	Terowie	May 11th, 1881	14	26		
Hawker	Beltana	July 1st, 1881	78	24		
Petersburg	Orroroo	November 23rd, 1881	21	75		
Orroroo	Quorn	May 22nd, 1882	58	38		
Beltana	Farina	May 22nd, 1882	54	62		
Farina	Hergott	February 7th, 1884	32	59		
Gladstone	Laura	June 2nd, 1884	6	71		
Petersburg (Junction)	Cockburn (to Boundary)	June 14th, 1887	145	15		
Hergott	Coward	February 1st, 1888	80	2		
Coward	William Creek	June 1st, 1889	45	17		
William Creek	Warrina	November 1st, 1889	67	15		
Warrina	Oodnadatta	January 7th, 1891	54	36		
Blyth	Gladstone	July 2nd, 1894	43	28		
Brinkworth	Snowtown	July 2nd, 1894	12	69		
	Total	{ (3ft. 6in. Gauge) (5ft. 3in. ") }	1,003	4	1,008	16
Southern System—						
Goolwa	Port Elliot	May 18th, 1854	6	46		
Port Elliot	Victor Harbor	August 4th, 1864	3	76		
Strathalbyn	Goolwa	February 23rd, 1869	20	1		
Adelaide	Aldgate	March 14th, 1883	21	14		
Aldgate	Mount Barker Junction	November 28th, 1883	9	52		
Mount Barker Junction	Nairne	November 28th, 1883	3	40		
Mount Barker Junction	Mount Barker	November 28th, 1883	3	5		
Mount Barker	Strathalbyn	September 15th, 1884	16	36		
Sandergrove	Milang	December 17th, 1884	8	29		
Bordertown	Victorian Boundary	January 1st, 1885	11	75		
Nairne	Bordertown	May 1st, 1886	148	12		
Adelaide	Glenelg (two routes)	purchased Dec. 16th, 1899	12	62		
Tallem Bend	Pinnaroo	September 14th, 1906	86	44		
Mitcham	Clapham	May 1st, 1908	0	71		
	Total	(5ft. 3in. Gauge)			353	3
South-Eastern System—						
Kingston	Naracoorte	July 22nd, 1876	52	32		
Seachport	Mount Gambier	May 19th, 1879	51	16		
Naracoorte	Custon	September 21st, 1881	43	67		
Custon	Wolsley	April 18th, 1883	4	78		
Naracoorte	Mount Gambier	June 14th, 1887	63	36		
Wandilo	Glencoe	August 22nd, 1904	9	10		
	Total	(3ft. 6in. Gauge)			224	79
Port Broughton	Barunga Range (3ft. 6in. gauge) ..	March 11th, 1876	..		10	1
Western System—						
Port Lincoln	Cummins (3ft. 6in. gauge)	November 18th, 1907	..		41	70
	Grand Total				1,879	17

* Main through-line is calculated from centre to centre of stations; at junctions the main through-line of the branches is reckoned from the point of the switches where it joins the original main line.

Adelaide, July 16th, 1908.

J. PICKERING, Comptroller of Accounts.

APPENDIX

Appendix 3.

STATEMENT of LINES AUTHORISED and in PROGRESS but NOT OPENED for TRAFFIC on JUNE 30th, 1908.

Authorised by Act.	Line.		Total Length of Line Authorised.	Length of Line not open for Traffic on June 30th, 1908.		Probable Date of Completion.
	No.	Year.	Miles.	Chains.	Miles.	
932	1907	Port Lincoln Extension north of Cummins	10	0	10'	0
941	1907	Laura to Booleroo Centre	24	40	24	40
942	1907	Gawler to Angaston	24	24	24'	24

Adelaide, July 16th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 4.

PUBLIC DEBT for RAILWAYS on JUNE 30th, 1908 (exclusive of Palmerston Line).

Act No.	Undertaking.	Authorised to be Raised.	Bonds, Stock, and Treasury Bills Sold—Amount.	Redeemed to June 30th, 1908, Out of General Revenue.	Redeemed to June 30th, 1908, from Consolidated Stock Fund.	In Circulation on June 30th, 1908.
18 of 1853	Railway from Adelaide to Port Adelaide	£ 150,000	£ 150,000	—	—	—
27 of 1856-6	Railway from Adelaide to Port Adelaide—To complete	36,000	36,000	203,750	—	—
9 of 1857-8	Railway from Adelaide to Port Adelaide—To complete	17,750	17,750	—	—	—
9 of 1857-8	Railway from Adelaide to Gawler—To complete	55,250	60,350	300,350	—	—
18 of 1854	Railway from Adelaide to Gawler, with Branch to Stockade	250,000	250,000	—	—	—
10 of 1857-8	Railway from Gawler to Kapunda—First section	80,000	76,800	76,800	—	—
2 of 1858	Railway from Gawler to Kapunda—Second section	40,000	38,800	38,800	—	—
20 of 1859	Railway from Gawler to Kapunda—Third section	13,500	12,600	12,600	—	—
2 of 1860	South Australian Railways—To complete	36,000	33,500	33,500	—	—
23 of 1862	Tramway from Port Elliot to Victor Harbor	14,000	12,800	12,800	—	—
1 of 1866-7	Tramway from Strathalbyn to Middleton	48,000	46,300	45,300	—	—
15 of 1866-7	Railway from Dry Creek to Port Adelaide	20,000	18,600	18,600	—	—
25 of 1866-7	Railway from Port Wakefield to Hoyle's Plains	77,000	73,400	21,100	52,300	—
	Tramway from Strathalbyn to Middleton—To complete	44,000	—	—	—	—
	Railway from Roseworthy to Forresters	124,000	—	—	—	—
25 of 1867	Railway from Port Wakefield to Hoyle's Plains—To complete	22,252	500,000	167,500	292,500	50,000
	Additional rolling-stock, &c.	73,000	—	—	—	—
	Tramway to Granite Island and additions to Victor Harbor Jetty	10,000	—	—	—	—
25 of 1872	Railway from Forresters to Redruth	260,000	160,000	—	160,000	—
	Railway from Kingeton to Naracoorte	160,000	160,000	—	—	—
	Railway accommodation	86,000	—	—	—	—
2 of 1874	Railway from Port Pirie to Gladstone	147,000	450,000	—	450,000	—
	Railway from Port Broughton to Barunga Range	46,000	—	—	—	—
	Railway from Port Wakefield to Kadina	115,000	—	—	—	—
	Port Wakefield Extension Railway	56,000	—	—	—	—
	Extending railway through Port Pirie and building wharves	17,000	—	—	—	—
18 of 1874	Railway from Port Adelaide to Senephore, including bridge	54,000	82,000	—	82,000	—
	Wharf at Port Wakefield	11,000	—	—	—	—

APPENDIX 4—continued.

PUBLIC DEBT for RAILWAYS on 30th JUNE, 1903 (exclusive of Palmerston Line)—continued.

Act No.	Undertaking.	Authorised to be Raised.	Bonds, Stock, and Treasury Bills Sold—Amount.	Redeemed to June 30th, 1906. Out of General Revenue.	Redeemed to June 30th, 1906. from Consolidated Stock Fund, &c.	In Circulation on June 30th, 1906.
		£	£	£	£	£
24 of 1875	Port Wakefield and Kadina Railway—To complete Kingston and Naracoorte Railway—To complete Murray Bridge	65,000 45,000 100,000	200,000	—	—	200,000
47 of 1876	Railway from Port Augusta to Government Gums, &c. Railway from Kapunda to North-West Bend, &c. Railway from Rivoli Bay to Mount Gambier	1,115,570 357,719 221,965				
	Railway from Kadina to Barunga Gap	92,710				
	Railway from Gladstone to Jamestown	102,846	2,188,500	—	2,188,500	—
	Railway from Burra to Hallett	102,350				
	Railway from Port Pirie to Gladstone—To complete	91,280				
	Railway from Port Broughton to Barunga Range—To complete	15,700				
	Port Wakefield Extension Railway—To complete	32,800				
	Railway from Port Wakefield to Kadina—To complete	56,560				
57 of 1876	Rivoli Bay Jetty	27,000				
	Kingston Jetty	37,380	65,418	—	65,418	—
	Wharf at Port Wakefield	1,088				
	Railway from Hamley Bridge to Balaklava	101,760				
	Gawler Tramway	7,700				
	Railway from Kadina to Wallaroo, including purchase of trainways	118,225				
	Barunga Extension Railway	40,725				
77 of 1877	Additional requirements—Rolling-stock &c.	18,440	416,641	—	—	416,641
	Port Adelaide Swing-bridge	29,680				
	Murray Bridge	39,200				
	Port Broughton Jetty	7,716				
	Screw pile pier and causeway, Victor Harbor	29,345				
	Wallaroo Jetty	23,850				
	Railway from Adelaide to Nairne	712,721				
	Railway from Hallett to Terowie	132,194				
129 of 1878	Railway from Terowie to Pichi Richi, with branch to Jamestown	713,493	1,800,186	—	—	1,800,186
	Additional accommodation	233,828				
	Wallaroo Jetty	7,950				
159 of 1879	Railway from Naracoorte to Tatiara	210,690	234,830	—	—	234,830
199 of 1880	Additional accommodation	24,314	88,300	—	—	88,300
	Additional accommodation	88,300				
	Railway from Tatiara to Bordertown	49,150				
	Railway from Mount Barker to Strathalbyn, including branch from Sandergrove to Milang	216,275				
	Railway from Kadina to Wallaroo—To complete	6,509				
227 of 1881	Railway from Farina Town to Hergott Springs	174,250	631,694	—	967	630,637
	Railway accommodation	162,348				
	Wallaroo Jetty—To complete	9,225				
	Kingston Jetty—To complete	7,175				
	Rivoli Bay Jetty—To complete	6,662				
272 of 1882	Railway accommodation	95,335				
	Railway from Nairne to Victorian boundary	929,000	1,071,600	—	—	1,071,600
297 of 1884	Railway from Gladstone to Laura	47,300				
	Railway from Hergott Springs to Strathalbyn, (Goolwa, and Victor Harbor Railway, and Extension from Gurrenny Creek to Goolwa)	603,800	656,000	—	—	656,000
		31,200				

234 of 1884	Railway from Peterburg to New South Wales border	249,400	—	—	1,060,400	—	—	1,060,400
	Railway from Mount Gambier to Naracoorte	255,500	—	—	—	—	—	—
	Railway from Murray Bridge to Victorian boundary—Rolling-stock	132,500	—	—	—	—	—	—
	Railway from Adelaide to Nairne—To complete	52,000	—	—	—	—	—	—
	Railway from Mount Barker to Strathalbyn—To complete	36,000	—	—	—	—	—	—
	Coalshed Wharf, Port Adelaide	44,000	—	—	—	—	—	—
262 of 1885	Railway from Strangways Springs to Peake	506,900	—	—	553,900	—	—	553,900
	Railway accommodation	31,500	—	—	—	—	—	—
291 of 1886	Port Pirie Wharf	16,500	—	—	17,000	—	—	17,000
	Railway accommodation	17,000	—	—	—	—	—	—
	Railway from Parachilna to the Ranges	13,230	—	—	—	—	—	—
449 of 1888	Railway from Peterburg to N.S. Wales border—Additional rolling-stock, &c.	124,500	—	—	354,569	—	—	354,569
	Railway from Peake to Angle Pole—To complete	80,325	—	—	—	—	—	—
	Additional accommodation	136,500	—	—	—	—	—	—
	Port Pirie Wharf—To complete	94	—	—	—	—	—	—
	Port Pirie Wharf—To complete	12,300	—	—	—	—	—	—
	Port Broughton Jetty—Extension of T head	1,025	—	—	—	—	—	—
491 of 1890	Petersburg and Cockburn Railway	25,000	—	—	817,620	—	—	817,620
	Nairne and Victorian Border Railway	21,730	—	—	—	—	—	—
	Wallaroo and Moonta Line	43,666	—	—	—	—	—	—
	Additional accommodation	713,913	—	—	—	—	—	—
	Blyth and Gladstone Railway (exclusive of rolling-stock)	260,997	—	—	—	—	—	—
549 of 1892	Glanville and Largs Bay Railway—Purchase of, &c.	21,200	—	—	245,016	—	—	245,016
	Woodville and Grange Railway—Purchase of	2,120	—	—	—	—	—	—
	Additional accommodation	195,252	—	—	—	—	—	—
	Port Pirie Wharf—To complete	4,240	—	—	238,714	—	—	238,714
563 of 1892	Treasury Bills	—	—	—	—	—	—	—
	Wallaroo and Moonta Railway	4,000	—	—	—	—	—	—
611 of 1894	Woodville, Grange, and Henley Beach Railway	7,250	—	—	100,470	—	—	100,470
	Railway accommodation	89,220	—	—	—	—	—	—
707 of 1898	Railway accommodation	187,768	—	—	187,766	—	—	187,766
	Railway accommodation	306,882	—	—	—	—	—	—
753 of 1900	Adelaide and Glenelg Railways	147,610	—	—	451,760	—	—	451,760
	Wallaroo Jetty—Lengthening	11,122	—	—	—	—	—	—
	Railway Wharf, Port Pirie, Extension of	121	—	—	—	—	—	—
775 of 1901	Railway accommodation	49,127	—	—	—	—	—	—
896 of 1905	Adelaide and Glenelg Railways	10,750	—	—	92,488	2,011	—	90,477
	Large Bay to Light's Passage Railway	36,800	—	—	—	—	—	—
841 of 1903	Pinnaroo Railway	168,296	—	—	170,700	—	—	170,700
	Wandilo and Glenosce Railway	19,470	—	—	—	—	—	—
903 of 1905	Railway Accommodation	116,000	—	—	—	—	—	—
	Adelaide to Glenelg Railways	11,000	—	—	—	—	—	—
648 of 1896	Port Lincoln Railway	101,000	—	—	—	—	—	—
896 of 1905	Consolidated Stock to meet Bonds matured	—	—	—	1,276,901	—	—	1,276,901
	Inscribed Stock and Treasury Bills to meet Bonds and Bills matured	—	—	—	2,253,918	—	—	2,253,918
	Totals	13,948,745	—	—	17,159,191	908,611	3,530,819	12,719,761
	Less transferred to other undertakings	—	—	—	4,699,295	—	—	259,865
	Less Bonds redeemed	—	—	—	12,459,896	—	—	\$12,459,896
	Net amount of Public Debt on Railway Loan moneys	—	—	—	—	—	—	—

* This sum (Act 36 of 1867) represents \$30,000, less \$7,748 for deepening channel, Port Wakefield.

Interest for year 1907-8, at $3\frac{1}{2}$ per cent., on the expenditure from moneys borrowed for railway purposes	\$501,734	14	2
Less charged to Capital Account Port Lincoln Railway	\$1,075	3	5
Less received from Settlers Pinnaroo Lands under Act 831 of 1903	7,098	16	3
Balance, being amount chargeable to Railways Profit and Loss Accounts for the year	\$194,635	17	11

Adelaide, August 21st, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 5.

LOANS PROVISION and EXPENDITURE for RAILWAY PURPOSES (exclusive of Palmerston Line) to JUNE 30th, 1908.

By Act.		Bonds, Stock, and Treasury Bills Issued, Excluding those for Redemption Purposes.	Provision.		Expended to June 30th, 1908.		Unexpended Balances.	
No.	Year.		Credited to Railways from Amounts Realised.	Transferred from other Railway Loans.	Net Interest Paid out of Loan Provision.	Construction and Additional Requirements.	Retained.	Transferred by Loan Money Acts Nos. 219 of 1881, 223 of 1884, 437 of 1885, 68 of 1889, 713 of 1894, 688 of 1902, and P.P. No. 163 of 1901.
		£	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
18	1853	150,000	150,000 0 0	—	—	150,000 0 0	—	—
18	1854	250,000	250,000 0 0	—	—	250,000 0 0	—	—
27	1855-6	36,000	36,000 0 0	—	—	36,000 0 0	—	—
9	1857-8	68,100	73,000 0 0	—	—	73,000 0 0	—	—
10	1857-8	76,800	80,000 0 0	—	—	80,000 0 0	—	—
2	1858	36,800	40,000 0 0	—	—	40,000 0 0	—	—
20	1859	12,600	13,500 0 0	—	—	13,500 0 0	—	—
2	1860	33,500	35,350 0 0	—	—	35,350 0 0	—	—
23	1862	12,800	14,000 0 0	—	—	14,000 0 0	—	—
1	1866-7	45,300	48,000 0 0	—	—	48,000 0 0	—	—
15	1866-7	18,600	20,000 0 0	—	—	20,000 0 0	—	—
25	1866-7	73,400	77,000 0 0	—	—	77,000 0 0	—	—
28	1866-7	500,000	533,252 0 0	—	—	531,984 12 1	—	2,122 15 4
25	1872	160,000	147,918 1 4	—	—	147,918 1 4	—	—
2	1874	450,000	403,566 14 3	—	—	403,566 14 3	—	—
18	1874	82,000	78,237 12 3	—	—	76,049 16 6	—	187 15 9
24	1875	200,000	185,077 2 11	—	—	187,923 0 2	—	154 2 9
47	1876	2,188,500	2,053,982 18 4	—	—	1,984,047 1 1	—	69,935 17 3
57	1876	65,418	58,005 12 8	—	—	58,005 12 8	—	—
77	1877	416,641	387,287 17 10	—	—	369,967 6 3	—	16,465 4 2
129	1878	1,800,186	1,673,357 15 6	—	—	1,566,299 6 6	—	107,058 9 3
159	1879	234,830	234,830 0 0	—	—	186,600 0 0	—	48,330 0 0
189	1880	88,300	88,300 0 0	—	—	81,690 0 0	—	6,610 0 0
227	1881	631,594	620,072 12 4	—	—	556,151 4 9	—	44,921 7 7
272	1882	1,071,600	1,055,044 9 5	—	—	1,044,940 14 8	—	10,103 14 9
297	1884	635,000	633,234 0 0	—	14,667 13 4	463,539 5 9	—	155,027 0 11
333	1884	—	—	125,344 2 8	—	125,324 0 2	—	20 2 4
334	1884	1,060,400	1,053,283 7 4	—	1,133 9 2	995,474 8 9	—	56,675 9 5
362	1885	553,900	545,127 7 6	—	21,979 15 8	417,622 17 6	—	105,624 14 4
391	1886	17,000	17,000 0 0	—	—	17,000 0 0	—	—
437	1886	—	—	263,747 12 6	—	263,747 12 6	—	—
449	1888	354,569	348,155 0 3	—	11,368 8 1	257,159 15 9	—	79,626 16 5
P.P.163	1881	—	—	5,340 0 0	—	8,340 0 0	—	—
491	1890	817,620	756,044 13 2	—	—	606,642 4 4	100 14 0	149,301 14 10
549	1892	245,016	237,210 0 0	—	6,885 15 3	421,001 1 8	—	47,921 3 1
553	1892 (Treasury Bills)	238,714	238,598 0 0	—	—	—	—	—
611	1894	100,470	95,791 0 0	—	—	88,765 15 9	—	7,025 4 3
639	1895	—	—	26,612 14 2	—	26,612 14 2	—	—
707	1898	187,766	173,094 0 0	—	—	173,094 0 0	—	—
713	1898-9	—	—	176,869 16 4	—	146,790 12 5	—	30,079 3 11
753	1900	451,760	431,312 0 0	—	—	430,621 18 9	790 1 3	—
775	1901	92,488	92,094 0 0	—	163 12 7	86,325 13 10	5,604 13 7	—
808	1902	—	—	76,311 5 5	—	2,496 17 5	73,814 8 0	—
841	1903	170,700	170,466 9 1	—	2,763 1 3	142,294 3 11	25,409 3 11	—
*903	1905	—	—	—	1,732 12 3	99,842 11 3	—	—
Advance Warrants		—	—	—	—	1,406 4 9	—	—
Add expenditure in anticipation of amounts not yet credited under Act 903 of 1905..		£101,575 3 6	—	—	—	—	—	—
Expended under Advance Warrants		1,406 4 9	—	—	—	—	—	—
Totals		£13,628,372	£13,938,399 13 6	£13,938,399 13 6	£13,938,399 13 6	£13,938,399 13 6	£13,938,399 13 6	£13,938,399 13 6

* The issue under Act No. 903 of 1905 has not been formally dedicated.

Adelaide, August 21st, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 6.

STATEMENT of the COST of CONSTRUCTION and EQUIPMENT from the COMMENCEMENT of the LINES to JUNE 30th, 1908 (exclusive of Palmerston Line).

System.	Gauge.	Miles of Line Open on June 30th, 1908.	Expenditure.							
			By Loans.			From General Revenue.		Per Mile Open.		
	ft. in.	mils. chs.	£	s.	d.	£	s.	d.	£	
MIDLAND SYSTEM—										
Adelaide and Port Adelaide	5 3	7 34	186,000	0	0	—	—	—	15,258	
Port Adelaide and Semaphore	5 3	1 69	77,918	6	9	—	—	—		
Glanville and Largs Bay (including jetty)	5 3	1 27	17,931	16	11	—	—	—		
Largs Junction and Outer Harbor	5 3	4 18	31,035	6	5	—	—	—		
Woodville and Henley Beach	5 3	5 9	8,960	12	5	—	—	—		
Adelaide and Kapunda (including Dry Creek and Stockade)	5 3	49 22	491,850	0	0	69,632	16	5		
Dry Creek and Port Adelaide	5 3	4 35	20,000	0	0	—	—	—		
Roseworthy and Tarlee	5 3	23 77	124,000	0	0	—	—	—		
Tarlee and Burra	5 3	46 70	260,000	0	0	730	3	8		
Burra and Hallett	5 3	18 36	95,818	2	4	—	—	—		
Hallett and Terowie	5 3	20 11	115,855	12	4	—	—	—		
Kapunda and North-West Bend (Morgan)	5 3	56 64	319,197	14	2	—	—	—		
Gawler Tramway	5 3	1 16	6,742	16	2	—	—	—		
Additional requirements on the above 241 miles 8 chains			1,586,875	8	6	266,194	16	8		
SOUTHERN SYSTEM—										
Adelaide, Nairne, and Mount Barker	5 3	37 31	713,335	0	3	—	—	—	8,058	
Nairne to Victorian Border (including the Murray Bridge)	5 3	160 7	1,198,087	16	10	—	—	—		
Mount Barker and Strathalbyn (including Sandergrange and Milang)	5 3	24 65	248,612	8	7	—	—	—		
Strathalbyn, Goolwa, and Victor Harbor	5 3	30 43	113,877	4	8	77,396	10	4		
Strathalbyn, Goolwa, and Victor Harbor (adapting line for loco. traffic), including line Currency Creek to Goolwa	5 3		17,438	2	1	—	—	—		
Tallem Bend to Pinnaroo	5 3	86 44	129,253	12	6	—	—	—		
Adelaide to Glenelg	5 3	12 62	156,644	1	6	—	—	—		
Mitcham to Clapham	5 3	0 71	5,337	19	3	—	—	—		
Additional requirements on the above 353 miles 3 chains			167,235	18	8	17,428	11	11		
NORTHERN SYSTEM—										
Port Wakefield and Hoyleton	3 6	28 41	99,252	0	0	—	—	—	5,812	
Hoyleton and Blyth	3 6	13 41	77,663	8	2	—	—	—		
Port Wakefield and Kadina	3 6	34 55	206,180	17	10	—	—	—		
Kadina and Barunga Gap	3 6	33 17	82,765	7	7	—	—	—		
Barunga Gap and Snowtown	3 6		37,076	9	2	—	—	—		
Hamley Bridge and Balaklava	3 6	22 13	93,658	12	2	—	—	—		
Kadina, Wallaroo, and Moonta	3 6	22 22	89,003	12	0	—	—	—		
Kadina and Wallaroo (new line)	3 6		26,635	8	10	—	—	—		
Wallaroo and Moonta (new line)	3 6	43,135	7	6	—	—	—			
Moonta Tramways	5 3	—	8,951	5	0	—	—	—		
Blyth and Gladstone, with branch to Snowtown	3 6	56 17	211,647	0	0	—	—	—		
Port Pirie and Gladstone	3 6	32 31	225,911	0	11	—	—	—		
Gladstone and Jamestown	3 6	19 1	83,308	12	6	—	—	—		
Terowie and Pichi Richi (including Jamestown and Petersburg)	3 6	116 23	563,191	17	7	—	—	—		
Gladstone and Laura	3 6	6 71	36,463	19	9	—	—	—		
Petersburg and New South Wales Border	3 6	145 15	682,059	15	4	—	—	—		
Port Augusta and Government Gums (Farina)	3 6	198 20	1,034,755	2	2	—	—	—		
Farina and Hergott Springs	3 6	32 59	150,313	19	4	—	—	—		
Hergott Springs and Strangways Springs	3 6	99 34	447,093	14	6	—	—	—		
Strangways Springs and Peake	3 6	99 1	392,362	17	7	—	—	—		
Peake and Angle Pole	3 6	48 35	293,716	15	3	—	—	—		
Additional requirements on the above 1,008 miles 16 chains			876,651	12	5	97,223	18	10		
SOUTH-EASTERN SYSTEM—										
Kingston and Naracoorte	3 6	52 32	190,081	5	8	—	—	—	4,041	
Naracoorte and Tatiara	3 6	43 67	164,000	0	0	—	—	—		
Tatiara and Wolsley	3 6	4 78	13,131	6	5	—	—	—		
Rivoli Bay and Mount Gambier	3 6	51 16	201,531	1	5	—	—	—		
Mount Gambier and Naracoorte	3 6	63 36	211,610	4	8	—	—	—		
Wandilo and Glencoe	3 6	9 10	15,803	12	8	—	—	—		
Additional requirements on the above 224 miles 79 chains			98,440	14	0	14,554	17	4		
PORT BROUGHTON AND BARUNGA RANGE										
Additional requirements on the above			48,429	13	6	—	—	—	5,623	
			5,761	15	6	2,110	10	8		
WESTERN SYSTEM—										
Port Lincoln to Cummins	3 6	41 70	91,587	2	0	—	—	—	2,187	
LINES IN COURSE OF CONSTRUCTION—										
Gawler to Angaston	5 3	—	846	3	1	—	—	—	—	
Laura to Booleroo Centre	3 6	—	660	1	8	—	—	—	—	
COST OF CONSTRUCTION AND EQUIPMENT			1,879	17	12,895,689	16	6	545,272	5	10
Add discounts and floating charges (amount short raised)			—	—	470,179	5	10	—	—	—
Total cost			—	—	13,365,769	2	4	545,272	5	10

The cost on the above 1,879 miles 17 chains open for traffic was £13,909,625 3s. 6d., or £7,402 per mile.

Adelaide Station, August 13th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 7.

STATEMENT of WORKING EXPENDITURE and REVENUE for the YEAR ended JUNE 30th, 1908, COMPARED with the CORRESPONDING PERIOD in 1907
(exclusive of Palmerston Line).

EXPENDITURE.	See Appendix B. Abstract.	Year ended June 30th.		REVENUE.	See Appendix.	Year ended June 30th.	
		1908.	1907.			1908.	1907.
		£ s. d.	£			£ s. d.	£
To Maintenance of way, works, and buildings	A	282,297 17 11	226,906	By Passengers—	—	99,976 15 7	89,637
Locomotive power	B	329,295 16 8	291,325	First class	—	271,987 19 0	238,029
Carriages and wagons—Repairs and renewals	C	62,637 3 10	71,147	Second class	—	21,767 14 4	21,204
Traffic expenses	D	195,963 10 4	171,721	First class, season	—	18,447 14 5	17,102
Compensation	E	2,442 11 3	2,190	Second class, season	—	6,658 8 10	5,011
General charges	F	16,382 10 2	15,744	Second class, workman's weekly	—	—	—
Total representing the year's working ..	—	889,019 10 2	779,033	Parcels, horses, carriages, dogs	9	418,788 12 2	370,983
Amount written off capital account for prime cost of—	—	50,007 2 1	42,192	Mails	—	67,186 12 10	61,938
Rolling stock condemned	—	30,508 10 11	46,750	Total Coaching	9	25,447 7 10	19,357
Buildings and other structures removed	—	969,530 3 2	868,006	Merchandise	—	511,422 12 10	452,278
Total charged to working expenses	—	771,728 7 5	707,363	Livestock	—	610,128 13 0	609,479
Balance, being net revenue	—	—	—	Minerals	—	99,528 19 2	75,184
				Total Goods	9	475,209 15 3	398,841
				Rents	9	1,184,867 7 5	1,082,504
				Miscellaneous	9	18,474 4 0	17,689
Grand total	—	1,741,258 10 7	1,575,368	Grand total	—	26,494 6 4	21,897
						1,741,258 10 7	1,575,368

This statement does not include £29,800 for services performed for Government Departments for which in some instances no payment is made, and in others it is insufficient.

Adelaide, August 18th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 8.

ABSTRACT of WORKING EXPENDITURE for the YEAR ended JUNE 30th, 1908, COMPARED with the CORRESPONDING PERIOD in 1907.

Account.	Year ended June 30th.		Account.	Year ended June 30th.	
	1908.	1907.		1908.	1907.
	£	£		£	£
(A) MAINTENANCE OF WAY, WORKS, AND BUILDINGS.			(C) CARRIAGES AND WAGONS—REPAIRS AND RENEWALS.		
Salaries, office expenses, and general superintendence	16,844	16,473	Salaries, office expenses, and general superintendence	3,796	3,312
Maintenance and renewals of permanent way—			Coaching stock—Wages	20,473	21,531
Wages	113,767	98,966	Materials	3,195	7,100
Materials	97,788	73,684	Amount written off Capital Account for prime cost of carriages condemned	33,236	3,363
Engine-power	3,233	2,141	Goods stock—Wages	25,765	25,584
Amount written off Capital Account for prime cost of sidings, &c., taken out ..	5,525	1,312	Materials	5,252	9,693
Repairs and renewals of bridges, approach roads, jetties, signals, reservoirs, coal stages, and other works	22,653	16,954	Amount written off Capital Account for prime cost of wagons, &c., condemned ..	16,771	8,408
Amount written off Capital Account for prime cost of those of the above structures condemned	2,964	—	Greasing and oiling—Wages	1,852	1,657
Repairs and renewals of station and other buildings	17,994	10,253	Materials	2,374	2,270
Amount written off Capital Account for prime cost of those of the above structures condemned	22,015	45,468	Totals	112,644	82,918
Sundry other charges—			(D) TRAFFIC EXPENSES.		
Repairs to telegraph, telephones, block signals, crossing gongs, &c.	1,555		Chief Traffic Manager, superintendents, and office staff	7,551	7,152
Improvements to property	8,458		Stationmasters and station clerks	37,737	34,934
	10,013	8,435	Pointamen, signalmen, and gatekeepers	12,148	10,389
Average miles open } Double 19½ 11½			Guards, porters, and laborers	99,791	85,920
and maintained } Single 1,841 1,821			Stores	18,286	15,131
	1,860½	1,832½	Advertising, printing, and stationery	7,915	6,745
			Clothing	3,235	2,813
			Horse-power—Wages, forage, &c., trams	1,681	1,667
			Sundry other charges	7,620	6,970
Totals	312,901	273,686	Totals	195,964	171,721
(B) LOCOMOTIVE-POWER.			(E) COMPENSATION.		
Salaries, office expenses, and general superintendence	15,678	13,508	Employés, under Workmen's Compensation Act	1,534	1,596
Running expenses—			Personal injuries to passengers and others	406	416
Wages, &c., connected with the working of locomotives	123,304	117,183	Goods and other property	503	179
Coal, coke, and wood	69,773	61,298	Totals	2,443	2,190
Water	9,346	7,791	(F) GENERAL CHARGES.		
Oil, tallow, and other stores	13,582	10,216	Commissioner, secretary, and office staff	2,948	2,889
Repairs and renewals of locomotives—			Comptroller's and Traffic Audit branches	12,224	11,708
Wages	67,237	62,445	Sundry other charges	1,310	1,147
Materials	25,376	18,886	Totals	16,382	15,744
Amount written off Capital Account for prime cost of locomotives condemned ..	—	30,420	Grand totals	£969,530	£868,005
Totals	329,296	321,748			

The expenditure as stated above includes replacements, &c., as follows:—

	1908.	1907.
	£	£
Locomotives	—	30,420
Carriages	33,236	3,363
Wagons	16,771	8,408
Relaying between Petersburg and Cockburn	—	21,008
Other relaying, resleepering, &c.	98,344	50,019
Reoup to capital for condemned buildings, &c.	30,504	46,780
Other extraordinary maintenance	24,158	7,822
Totals	203,013	167,820

Adelaide Station, August 21st, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 9.

COMPARATIVE ANALYSIS of REVENUE and WORKING EXPENSES for the YEARS ended JUNE 30th, 1908 and 1907
(exclusive of Palmerston Line).

Items.	Year ended June 30th, 1908.					Year ended June 30th, 1907.				
Average miles open for traffic	1,860½					1,814½				
Train mileage	Passenger, 1,874,318; Merchandise, 3,135,803; total, 5,010,121					Passenger, 1,667,324; Merchandise, 2,666,919; total, 4,334,243				
	Numbers.	Passenger Journeys.	£	Per Ave- rage Mile Open.	Per Train Mile.	Numbers.	Passenger Journeys.	£	Per Ave- rage Mile Open.	Per Train Mile.
				£	d.				£	d.
REVENUE.										
Ordinary tickets—1st class	—	957,033	99,977	—	—	—	797,876	89,637	—	—
Do. 2nd class	—	6,084,235	271,938	—	—	—	5,483,803	238,029	—	—
Season tickets—1st class	6,733	861,239	21,768	—	—	4,488	799,376	21,204	—	—
Do. 2nd class	37,781	4,168,709	18,448	—	—	29,867	3,828,603	17,102	—	—
Workmen's weekly—2nd class	64,851	778,212	6,658	—	—	49,012	588,144	5,011	—	—
Miles travelled by passengers	154,037,971	—	—	—	—	138,689,171	—	—	—	—
Average mileage per passenger	12.00	—	—	—	—	12.06	—	—	—	—
Average receipts per passenger per mile..	.65d.	—	—	—	—	.64d.	—	—	—	—
Excess fares	—	—	7,472	—	—	—	—	6,933	—	—
Parcels and cloak room charges	—	—	55,216	—	—	—	—	51,065	—	—
Mails	—	—	25,447	—	—	—	—	19,357	—	—
Departmental subsidies	—	—	1,243	—	—	—	—	1,609	—	—
Sundry earnings	—	—	3,256	—	—	—	—	2,331	—	—
Total Coaching	—	12,839,428	511,423	275	65.49	—	11,497,802	452,278	249	65.10
Minerals										
Wheat	—	1,146,365	475,210	—	—	—	997,348	398,841	—	—
Wool	—	291,875	84,240	—	—	—	316,548	93,590	—	—
Goods other than above	—	22,486	34,219	—	—	—	20,578	31,835	—	—
Livestock—	—	748,265	491,669	—	—	—	669,546	484,054	—	—
Cattle, calves, and horses	79,604	—	—	—	—	61,827	—	—	—	—
Sheep	1,058,109	47,016	99,529	—	—	919,522	38,919	75,184	—	—
Other	36,011	—	—	—	—	29,345	—	—	—	—
Ton mileage, goods and livestock (freight paying)	272,373,487	—	—	—	—	239,854,742	—	—	—	—
Average mileage per ton	120.73	—	—	—	—	117.41	—	—	—	—
Average receipts per ton per mile	1.04d.	—	—	—	—	1.08d.	—	—	—	—
Total Merchandise, exclusive of "on service" traffic	—	2,255,996	1,184,867	637	90.68	—	2,042,939	1,083,504	597	97.51
Advertisements	—	—	1,309	—	—	—	—	1,219	—	—
Rents	—	—	18,474	—	—	—	—	17,689	—	—
Sales of water, &c.	—	—	2,135	—	—	—	—	1,157	—	—
Wharfage	—	—	23,051	—	—	—	—	19,521	—	—
Total Miscellaneous	—	—	44,969	24	2.16	—	—	39,586	22	2.19
TOTAL REVENUE	—	—	1,741,259	936	83.41	—	—	1,575,368	868	87.23
WORKING EXPENSES.										
	£	Per Average Mile Open.	Per Train Mile.	Per Cent. to Revenue.		£	Per Average Mile Open.	Per Train Mile.	Per Cent. to Revenue.	
		£	d.				£	d.		
Maintenance of way, works, and buildings (ordinary)	282,297	152	13.52	16.21	226,905	125	12.57	14.40		
Locomotive power (ordinary)	329,296	177	15.77	18.91	291,325	160	16.13	18.40		
Carriage and wagon repairs (ordinary) ..	62,637	34	3.00	3.60	71,147	39	3.94	4.52		
Traffic expenses	195,964	105	9.39	11.26	171,721	95	9.51	10.90		
Compensation	2,443	1	.12	.14	2,190	1	.12	.14		
General charges	16,382	9	.79	.94	15,744	9	.87	1.00		
Total, representing the year's working expenses	889,019	478	42.59	51.06	779,033	429	43.14	49.45		
Add for special expenditure vide Appendix 7	80,611	43	3.85	4.62	88,972	49	4.92	5.65		
TOTAL WORKING EXPENSES	969,530	521	46.44	55.68	868,005	478	48.06	55.10		
NET REVENUE	771,729	415	36.97	—	707,363	390	39.17	—		
Cost of construction and additional require- ments on average miles open for traffic..	£	13,868,699			£	13,699,029				
Per cent. of net revenue on cost of con- struction and additional requirements..		5.57				5.16				

Adelaide Station, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

APPENDIX

Appendix 10.
DETAILED STATEMENT of TRAIN and TRAM MILEAGE for the YEAR ended JUNE 30th, 1908 (exclusive of Palmerston Line).

Description.	SYSTEMS.								Totals.		
	Midland.		Northern.		Southern.	South-Eastern.	Pt. Broughton.	Western. ‡			
	Train.	Tram.	Train.	Tram.	Train.	Train.	Tram.	Train.		Tram.	
Passenger—Ordinary	671,269	6,859	373,013	26,572	513,120		76,519	6,280	1,777	1,635,698	39,711
Special	20,288	23	23,691	2,848	141,649		10,326	—	84	196,039	2,871
Goods—Ordinary	333,641	—	556,426	—	148,919		59,100	—	3,670	1,101,655	—
Special	305,834	966	1,536,016	—	156,520		28,481	4,290	2,051	2,028,902	5,246
Total Train Miles	1,331,032	—	2,489,146	—	960,208		174,426	—	7,482	4,962,293	—
Total Tram (Horse Power) Miles	—	7,838	—	29,420	—		—	10,570	—	—	47,828
Total, treated as Train Miles	1,338,870		2,518,565		960,208		174,426	10,570	7,482	5,010,121	

Adelaide, August 4th, 1908.

J. PICKERING, Comptroller of Accounts.
ALFD. LANGMAN, Loco. Accountant.

Appendix 11.

STATEMENT of AVERAGE MILES OPEN for TRAFFIC, YEAR ended JUNE 30th, 1908 (exclusive of Palmerston Line).

Systems.	Gauge.	Open at Beginning of the Year.		Opened during the Year.		Open at Close of the Year.		Average Miles Open during the Year.	
		Miles. Chains.		Gauge.	Length. Miles. Chains.	Double Line.			Single Line.
		Ft. In.	Miles. Chains.			Miles. Chains.	Miles. Chains.		
Midland (loco. power).....	5 3	235	54	5 3	4 18	10 13	229 5 ¹¹	237 48	
“ (horse power)	5 3	1	16	—	—	—	1 16	1 16	
Southern (loco. power)	5 3	352	12	5 3	0 71	9 24	343 59	352 44	
Northern (loco. power)	3 6	1,003	4	—	—	—	1,003 4	1,003 4	
“ (horse power)	5 3	5	12	—	—	—	5 12	5 12	
South-Eastern (loco. power)	3 6	224	79	—	—	—	224 79	224 79	
Port Broughton (horse power)	3 6	10	1	—	—	—	10 1	10 1	
Western (loco. power).....	3 6	—	—	3 6	41 70	—	41 70	25 69	
Totals	—	1,832	18	—	46 79	19 37	1,859 60	1,860 33	
								1,879 miles 17 chains	

Adelaide, August 5th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 12.

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, by EACH STATION during the YEAR ended JUNE 30th, 1908
(exclusive of Palmerston Line).

Stations— MERCHANDISE AND LIVESTOCK.	Adelaide.	Alberrie Creek.	Alberton.	Aldgate.	Algebuckina.	Ambleside.	Anama.	Anna Creek.	Avenue Range.	Bagot's Well.	Belaklava.	Bathannah.	Barunga Gap.	Beachport.	Belair.
Merchandise—															
Artificial manures	251	—	12	—	—	24	—	—	—	6	—	—	—	561	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	408	—
Firewood	25	—	—	1,911	—	5,710	244	—	—	—	319	766	18	29	—
Grass, slimes, and tailings	—	52	—	—	—	7	—	3	—	—	—	49	—	—	16
Unenumerated	1,477	—	26	89	—	29	—	—	—	—	224	281	6	207	412
Flour, bran, pollard, &c.	1,332	—	—	—	—	160	—	—	—	—	3,294	194	—	36	—
Chaff, hay, and straw	538	—	—	—	—	5	—	—	—	—	27	22	—	—	—
Potatoes	1,204	—	—	—	—	169	—	—	—	—	—	34	—	6	—
Wheat	82	—	—	—	—	—	2,292	—	—	1,562	5,077	2	1,928	—	—
Unenumerated	3,004	—	—	—	—	12	—	—	—	—	93	69	4	6	—
Bark	—	—	—	380	—	460	—	—	—	—	—	563	—	—	—
Fruit and garden produce	9,717	—	—	78	—	298	—	—	8	—	—	633	—	—	17
Unenumerated	5,145	—	—	53	—	520	32	—	—	—	533	225	4	205	—
Timber, hardwood	585	—	—	302	—	263	—	—	—	—	—	363	—	84	—
Sugar	355	—	—	—	—	—	—	—	—	—	—	1	—	53	—
Unenumerated	4,858	5	—	216	—	38	220	4	3	—	239	13	12	57	—
Dairy produce	568	—	—	—	—	—	—	—	—	—	268	10	—	—	—
Timber, softwood	796	—	—	—	—	—	—	—	—	1	—	—	—	23	—
Unenumerated	5,007	—	—	16	—	14	3	—	—	3	193	134	6	66	—
Machinery and castings	635	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	3,848	—	—	11	—	17	2	—	—	—	126	262	—	57	1
Groceries and oilmen's stores ..	5,041	—	—	—	—	—	—	—	—	—	—	—	—	8	—
Unenumerated	4,191	—	10	2	—	2	—	—	—	1	42	1	—	21	—
Drapery	3,850	—	—	—	—	—	—	—	—	—	—	—	—	7	—
Unenumerated	4,235	—	11	14	—	15	—	—	3	—	37	20	—	32	6
Agricultural implements	613	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber (mining)	—	—	—	135	—	53	—	—	—	—	18	—	7	—	—
Wool	—	—	—	6	—	17	29	—	—	45	—	—	—	—	—
All other goods—Freight paying.	1,051	—	—	31	—	4	—	—	93	—	124	18	6	5	—
Port line traffic, hired truck ...	23,387	—	—	—	—	—	—	—	1	—	38	180	—	—	—
Total tonnage forwarded	81,795	57	59	3,144	—	7,817	2,822	7	108	1,618	10,652	3,840	1,991	1,871	452
Total tonnage received	222,980	13	3,167	815	5	1,113	896	8	65	436	6,447	2,005	566	6,007	131
Livestock forwarded—															
Number of cattle, calves, and horses.	9,406	—	—	14	—	1	—	—	1	—	527	88	40	12	—
“ sheep	76,551	—	—	—	—	25	1,737	—	—	—	13,753	12,483	1	—	—
“ pigs	13,057	—	—	—	—	—	14	—	—	—	597	19	42	2	—

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations— MERCHANDISE AND LIVESTOCK	Belalie North	Beltana	Beresford	Binnam.	Blackfellow's Creek.	Black Rock.	Black Swamp.	Blackwood.	Blyth.	Boorhama.	Dopcechee.	Bordertown.	Bowden.	Bower.	Bowmans.
Merchandise— Artificial manures	—	—	—	—	—	—	—	—	—	—	—	—	11,746	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	58	—	—
Firewood	—	581	—	—	—	5	—	88	105	—	—	—	—	13,349	474
Ores, slimes, and tailings	—	70	—	—	—	—	—	45	189	—	31	26	828	—	120
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flour, bran, pollard, &c.	667	—	—	—	—	—	—	—	1,413	—	—	100	—	3	—
Chaff, hay, and straw	—	—	—	—	—	—	—	—	34	—	—	—	—	—	—
Potatoes	5,643	—	—	59	—	1,423	—	—	2,377	—	—	3,117	6	147	1,143
Wheat	75	48	—	2	—	—	—	—	—	—	—	101	—	7	6
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bark	2	1	—	—	—	—	—	90	94	—	—	—	—	—	—
Fruit and garden produce	2	92	—	—	3	10	1	39	360	—	—	30	1,611	16	—
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber, hardwood	—	—	—	90	—	—	—	—	—	—	—	47	—	—	—
Sugar	—	8	—	—	5	5	12	6	199	—	—	316	9	—	—
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dairy produce	—	—	—	—	—	6	—	—	74	—	—	—	—	—	1
Timber, softwood	3	12	—	35	1	16	—	—	361	—	—	42	308	19	12
Unenumerated	—	—	—	—	5	—	—	—	—	—	—	—	—	—	—
Machinery and castings	3	1	—	1	—	6	—	—	462	—	—	29	50	4	2
Unenumerated	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—
Groceries and oilmen's stores ..	—	4	—	2	—	1	—	—	—	—	—	9	—	2	—
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Drapery	2	11	—	—	—	3	—	11	5	—	—	18	3	7	—
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Agricultural implements	6	—	—	—	—	—	—	—	17	—	—	—	—	6	140
Timber (mining)	—	2	—	74	66	—	—	—	392	—	—	309	—	—	—
Wool	7	10	—	8	1	22	—	—	208	—	—	30	4	11	24
All other goods—Freight paying.	2	—	—	—	—	—	—	32	—	—	—	—	437	—	—
Port line traffic, hired truck....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total tonnage forwarded	6,412	846	—	271	81	1,497	13	311	6,290	1	31	4,174	15,060	13,671	1,922
Total tonnage received	814	1,850	—	217	58	367	89	688	3,676	—	7	1,763	47,553	402	580
Livestock forwarded— Number of cattle, calves, and horses ..	2	24	—	3	1	1	—	1	84	—	—	154	—	1	105
" " sheep	—	3	—	—	3,910	—	—	—	2,652	—	—	13,125	—	55	9,390
" " pigs	25	—	—	—	—	167	—	—	94	—	—	201	—	—	121

APPENDIX 12—continued.
STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations - MERCHANDISE AND LIVESTOCK.	Brachina.	Bridgewater.	Brick Siding.	Brinkworth.	Bruce.	Hagle Ranges.	Bull Island.	Burra.	Burrungule.	Bute.	Callanna.	Callington.	Caltowie.	Carrieton.	Cockburn Local Traffic.
Merchandise—															
Artificial manures	—	—	—	—	—	—	—	—	—	2	—	—	19	—	—
Coal	—	—	—	—	—	1,497	—	—	—	1,150	—	620	—	—	—
Firewood	—	1,608	—	117	—	—	—	13	4	—	4	193	—	29	8
Ores, slimes, and tailings	—	372	—	—	—	—	—	383	—	—	19	130	—	156	182
Unenumerated	—	167	12,631	324	—	6	—	—	—	16	5	—	17	7	179
Flour, bran, pollard, &c.	—	559	—	—	—	—	—	135	—	5	—	—	2,074	—	1
Chaff, hay, and straw	—	—	—	292	—	3	—	130	—	30	—	6	1,433	2	8
Potatoes	—	—	—	—	—	—	—	10	51	4	—	—	—	—	—
Wheat	—	1	—	4,087	2,743	—	—	2,490	—	5,753	—	932	7,537	1,862	—
Unenumerated	—	—	—	—	—	3	—	—	—	—	—	18	—	—	2
Bark	—	—	—	—	—	—	—	—	9	—	—	—	—	—	—
Fruit and garden produce	—	24	—	—	—	14	—	4	—	—	—	—	—	3	—
Unenumerated	—	1	—	113	7	9	2	139	3	14	—	108	303	38	24
Timber, hardwood	—	—	—	—	—	93	—	2	—	—	—	—	—	16	—
Sugar	—	—	—	—	—	—	—	11	—	—	—	—	—	—	—
Unenumerated	—	13	2	9	—	4	—	126	1	20	161	17	19	22	18
Dairy produce	—	—	—	—	—	—	—	55	—	65	—	6	—	26	—
Timber, softwood	—	—	—	—	—	—	—	11	—	—	—	—	—	—	—
Unenumerated	—	2	—	114	11	—	—	203	3	58	—	12	76	39	14
Machinery and castings	—	—	—	—	—	—	—	10	—	16	—	3	—	—	—
Unenumerated	—	—	—	60	2	1	—	122	—	14	—	5	160	16	5
Groceries and oilmen's stores	—	—	—	—	—	—	—	42	—	—	—	—	—	—	—
Unenumerated	—	1	—	15	5	—	—	89	—	12	—	5	3	2	1
Drapery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9
Unenumerated	—	1	—	24	3	2	—	54	1	10	—	9	19	11	26
Agricultural implements	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber (mining)	—	—	—	—	—	—	—	—	—	9	—	—	—	11	—
Wool	—	—	—	238	45	17	18	671	108	—	5	87	192	203	460
All other goods—Freight paying. Port line traffic, hired truck	—	1	—	31	—	—	—	36	1	—	11	10	—	5	—
Total tonnage forwarded	—	2,752	12,633	5,414	2,816	1,649	20	4,736	181	7,292	195	2,170	11,852	2,448	937
Total tonnage received	2	2,070	1,537	2,907	294	108	8	4,297	79	3,087	93	860	4,421	996	1,839
Livestock forwarded—															
Number of cattle, calves, and horses ..	1	—	—	54	684	1	—	1,258	—	27	—	161	44	179	1,485
" " sheep	1,220	—	—	10,408	8,257	—	—	38,814	6,046	7,870	—	3,215	180	3,276	39,822
" " pigs	—	—	—	25	201	—	—	80	10	148	—	27	—	39	—

SOUTH AUSTRALIAN RAILWAYS.

APPENDIX 12—continued.
 STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations— MERCHANDISE AND LIVESTOCK.	Cockburn Through Traffic.	Compton.	Coongan- dook.	Condowie.	Cooke's Plains.	Coomunga.	Coonalpyn.	Coonawarra.	Coward.	Crystal Block.	Cummins.	Currency Creek.	Canton.	Culana.	Dry Creek.
Merchandise—															
Artificial manures	—	—	—	—	—	—	—	2	—	—	—	6	—	—	195
Coal	—	—	839	—	—	—	166	—	—	233	—	—	—	9,209	5
Firewood	4	—	—	—	194	—	—	4	—	—	—	89	—	30	—
Ores, slimes, and tailings	645,245	—	—	29	—	—	72	—	—	138	—	2	—	—	80
Unenumerated	387	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flour, bran, pollard, &c.	1	—	—	—	—	—	—	31	—	6	—	—	—	—	—
Chaff, hay, and straw	1	—	—	8	—	21	—	13	—	2,296	—	29	—	—	—
Potatoes	—	—	—	—	—	—	—	—	—	—	—	4	—	—	—
Wheat	—	—	182	2,105	381	103	74	6	—	10,339	1,091	59	61	—	—
Unenumerated	2	—	—	—	—	2	—	120	—	—	—	68	14	—	—
Bark	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fruit and garden produce	—	253	—	5	—	1	—	402	—	—	—	—	—	—	1
Unenumerated	232	—	—	—	—	—	1	74	9	43	3	—	—	—	30
Timber, hardwood	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar	1	—	—	10	—	2	—	—	2	161	5	9	—	6	502
Unenumerated	1,113	2	—	—	—	—	—	—	—	—	—	—	—	—	—
Dairy produce	—	76	—	—	—	—	—	—	—	10	—	—	—	—	—
Timber, softwood	—	12	3	—	—	2	1	—	3	—	—	—	—	2	2,840
Unenumerated	1,194	—	—	—	—	—	—	—	—	642	1	4	—	—	—
Machinery and castings	39	—	2	—	5	—	—	—	—	38	—	—	—	—	—
Unenumerated	67	—	1	1	10	—	7	4	—	99	—	3	—	1	2
Groceries and oilmen's stores ..	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	57	8	—	—	—	—	2	—	—	—	—	—	—	—	—
Drapery	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	218	4	—	1	5	—	1	1	—	72	—	—	—	3	342
Agricultural implements	—	—	—	—	—	—	—	3	—	16	—	1	—	—	34
Timber (mining)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wool	2,206	—	—	6	—	—	—	44	1	178	—	19	—	—	1
All other goods—Freight paying ..	245	—	—	50	4	4	—	—	2	87	5	—	—	—	1
Port line traffic, hired truck ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total tonnage forwarded	651,019	359	1,027	2,215	612	135	326	704	17	14,397	1,108	293	75	9,252	4,033
Total tonnage received	300,933	429	240	446	445	153	247	349	63	5,045	1,083	182	45	690	826
Livestock forwarded—															
Number of cattle, calves, and horses ..	435	—	2	—	150	—	14	3	841	560	—	11	2	—	892
" sheep	14,627	—	1	—	227	—	—	—	—	14,969	—	2,293	120	1	4,149
" pigs	—	811	—	—	233	—	103	—	—	555	—	185	—	—	4

APPENDIX 12—continued.
STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations — MERCHANDISE AND LIVESTOCK.	Eba.	Edlowie.	Edward's Creek.	Eudunda.	Eurocia.	Farina.	Farrell's Flat.	Finniss.	Five Mile (Port Brough- ton Line).	Forda.	Frances.	Freeling.	Gawler.	Gemmella.	Georgetown.
Merchandise—															
Artificial Manures	—	—	—	—	—	—	5	—	—	—	23	627	—	—	15
Coal	9,586	—	—	3,299	—	—	—	480	46	3	150	6	165	389	—
Firewood	—	—	—	—	—	357	—	—	—	—	—	—	—	199	—
Ores, slimes, and tailings	—	—	—	10	—	—	—	14	—	6	—	782	25,352	—	360
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flour, bran, pollard, &c.	—	—	—	3,535	—	—	—	—	—	—	—	3,190	3,799	—	4
Chaff, hay, and straw	—	—	—	148	1	—	93	—	—	—	4	19,547	15,332	—	4,952
Potatoes	—	3	—	—	—	—	—	—	—	193	—	—	—	—	—
Wheat	57	—	—	10,172	900	—	2,573	265	—	716	307	2,899	4,039	23	2,514
Unenumerated	—	—	—	7	—	5	—	48	—	3	18	—	608	—	17
Bark	—	—	—	—	—	—	—	17	—	—	—	—	191	—	—
Fruit and garden produce	—	—	—	194	4	80	124	—	—	—	—	1,089	299	—	—
Unenumerated	—	—	—	—	—	—	31	—	—	—	26	1,268	3,229	—	31
Timber, hardwood	—	—	—	—	—	—	9	—	—	—	23	—	—	—	—
Sugar	—	—	—	67	8	17	52	1	—	2	—	—	—	—	—
Unenumerated	—	—	—	—	—	—	—	—	—	—	3	1,359	902	—	4
Dairy produce	—	—	—	212	19	—	—	—	—	—	—	44	348	—	6
Timber, softwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	6	7	—	213	5	32	38	5	—	—	7	251	546	—	64
Machinery and castings	—	—	—	2	1	—	—	—	—	—	—	—	1,410	—	—
Unenumerated	—	1	—	116	—	24	43	—	—	1	—	146	263	—	36
Groceries and oilmen's stores ..	—	—	—	—	—	10	—	—	—	—	—	—	—	—	—
Unenumerated	1	—	—	22	—	10	3	—	—	—	—	6	186	—	2
Drapery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	—	—	38	1	14	8	—	—	—	6	22	87	—	8
Agricultural implements	—	—	—	45	2	—	—	2	—	—	—	60	574	—	11
Timber (mining)	—	—	—	—	—	—	—	—	—	—	—	—	4,908	—	—
Wool	—	104	—	213	9	137	676	11	—	3	110	186	206	3	46
All other goods—Freight paying. Port line traffic, hired truck ...	—	—	—	10	—	—	5	—	—	—	39	233	70	—	2
Total tonnage forwarded	9,650	115	—	18,303	950	686	3,660	843	46	942	716	31,715	62,513	614	8,072
Total tonnage received	226	110	9	5,595	325	817	1,588	308	—	202	835	12,838	18,715	14	2,018
Livestock forwarded—	—	—	—	328	6	15,097	740	54	—	8	19	138	1,733	—	78
Number of cattle, calves, and horses.	—	—	—	13,427	1,830	3,110	18,710	2,353	—	1	1,768	824	14,518	—	4,100
" sheep	—	4,753	—	327	—	—	238	518	—	—	2	193	1,400	—	42
" pigs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

SOUTH AUSTRALIAN RAILWAYS.

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Station— MERCHANDISE AND LIVESTOCK.	Geranium.	Gilberts.	Gladstone.	Glencoe.	Glenroy.	Goodwood.	Goolwa.	Gordon.	Green's Plains West.	Gulbarr.	Gumbowie.	Halbury.	Hallett.	Hamley Bridge.	Hammond.
Merchandise—															
Artificial manures	—	—	—	—	—	—	—	—	3	—	—	—	—	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Firewood	5	1,198	—	—	—	28	—	1	—	—	—	182	—	12	—
Ores, slimes, and tailings	—	—	—	—	—	—	—	7	—	—	—	—	—	—	—
Unenumerated	—	16	1,387	—	—	—	21	—	12	—	—	—	6	558	—
Flour, bran, pollard, &c.	—	—	128	—	—	—	23	—	—	13	—	—	—	935	—
Chaff, hay, and straw	—	22	3,440	200	9	5	—	—	6	4	—	—	—	3,381	38
Potatoes	—	5	—	4,286	—	—	—	—	—	—	—	—	—	—	—
Wheat	46	181	3,834	44	—	42	116	239	3,315	5,195	—	3,342	910	3,739	3,868
Unenumerated	—	70	10	864	—	—	17	—	—	—	—	—	10	—	—
Bark	—	2	—	—	6	—	19	—	—	—	—	—	—	—	—
Fruit and garden produce	—	1	123	111	—	—	38	4	—	16	—	—	—	188	3
Unenumerated	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber, hardwood	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—
Sugar	—	—	—	—	—	—	4	—	—	23	—	—	—	8	128
Unenumerated	3	9	50	3	—	—	—	—	4	—	—	4	—	65	—
Dairy produce	—	—	22	45	—	—	—	—	—	15	—	4	—	132	213
Timber, softwood	—	—	—	—	—	—	—	1	—	—	—	—	—	—	10
Unenumerated	5	2	57	11	1	—	25	4	—	30	—	19	26	90	80
Machinery and castings	1	—	6	—	—	—	19	—	—	—	—	—	—	16	1
Unenumerated	10	—	66	19	2	2	25	1	3	23	—	24	22	70	108
Groceries and oilmen's stores ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	1	—	21	5	—	—	8	1	166	2	—	1	1	65	—
Drapery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	1	29	9	3	—	6	3	2	15	—	—	21	66	1
Agricultural implements	—	—	22	—	—	—	—	—	—	—	—	—	—	—	—
Timber (mining)	—	—	50	—	—	—	—	—	—	1	—	—	—	—	—
Wool	—	14	88	—	71	—	—	—	6	—	—	—	—	62	—
All other goods—Freight paying.	—	—	13	—	—	—	986	8	—	231	—	18	347	94	40
Port line traffic, hired truck....	3	—	—	—	—	—	—	—	272	1	—	—	33	56	—
Total tonnage forwarded	76	1,521	9,346	5,587	93	78	1,307	269	3,790	5,569	6	3,595	1,396	9,537	4,490
Total tonnage received	706	149	1,972	367	132	11,876	776	169	1,139	1,783	24	717	687	3,489	1,062
Livestock forwarded—															
Number of cattle, calves, and horses .	2	10	1,429	61	216	—	314	—	35	14	—	10	646	399	10
“ sheep	—	—	17,130	2,952	7,217	—	5,748	1,720	—	1,258	—	—	10,238	10,216	776
“ pigs	—	39	232	358	—	—	272	1	—	—	—	—	4	392	91

APPENDIX 12—continued.
STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations— MERCHANDISE AND LIVESTOCK.	Hanson.	Hawker.	Henley Beach.	Hergott Springs.	Hookina.	Hoyles- ton.	Huddleston.	Hynam.	Irrappatana.	Islington.	Jamestown.	Kadina.	Kalangadoo.	Kapunda.	Keith.
Merchandise— Artificial manures	—	—	—	—	—	—	—	—	—	—	—	0	—	10	—
Coal	—	—	—	—	—	—	—	—	—	—	—	7	—	9	—
Firewood	—	—	—	—	—	108	168	—	—	—	7	228	887	290	—
Ores, slimes, and tailings	—	136	—	23	—	—	—	—	—	—	—	27,434	—	101	—
Unenumerated	—	7	19	—	—	—	—	—	—	94	616	24,865	17	4,016	485
Flour, bran, pollard, &c.	—	1,517	—	—	—	—	—	—	—	—	2,186	870	—	822	—
Chaff, hay, and straw	—	25	—	—	16	2	—	—	—	—	9,413	134	121	2,340	—
Potatoes	—	—	—	—	—	—	—	—	—	—	—	—	263	—	—
Wheat	943	4,297	—	—	501	2,496	1,042	—	—	—	3,863	4,043	49	7,526	831
Unenumerated	—	—	—	—	—	—	1	—	—	—	132	—	212	55	14
Bark	—	—	—	—	—	—	—	—	—	—	—	—	17	—	—
Fruit and garden produce	—	—	—	—	9	19	—	—	—	1	10	—	—	—	—
Unenumerated	2	365	—	43	—	10	—	1	—	12	307	133	729	140	12
Timber, hardwood	—	—	—	—	—	—	—	10	—	—	—	—	—	—	—
Sugar	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	6	29	—	8	50	12	2	1	—	1	290	137	28	32	11
Dairy produce	—	—	—	—	—	5	—	—	—	—	—	7	—	114	—
Timber, softwood	—	—	—	—	—	—	—	—	—	—	—	124	—	—	—
Unenumerated	4	58	—	21	5	22	1	8	—	57	246	307	29	234	16
Machinery and castings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	1	32	—	1	2	9	2	7	—	9	477	140	4	202	8
Groceries and oilmen's stores ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	18	—	12	—	2	—	4	—	—	39	103	2	147	4
Drapery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	27	—	13	2	6	3	1	—	10	37	182	6	55	9
Agricultural implements	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber (mining)	—	—	—	—	—	1	2	—	—	—	11	39	—	1	—
Wool	—	—	—	—	—	—	—	—	—	—	—	430	—	—	—
All other goods—Freight paying.	4	210	—	58	45	124	14	75	—	—	240	129	190	261	40
Port line traffic, hired truck....	—	4	—	20	—	—	—	—	—	172	69	179	—	67	—
Total tonnage forwarded	961	6,725	19	199	639	2,816	1,235	107	—	356	17,943	69,501	2,554	16,422	1,430
Total tonnage received	168	1,620	1,116	1,151	151	843	177	627	—	2,086	9,617	45,977	924	6,272	1,125
Livestock forwarded— Number of cattle, calves, and horses .	13	1,136	—	5,922	7	18	—	—	—	1	1,012	370	947	1,551	17
" sheep	10	12,908	—	9,005	650	3,954	24	765	—	—	20,694	13,946	9,688	20,532	159
" pigs	—	217	—	—	—	—	—	3	—	2	285	276	112	1,430	187

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

SOUTH AUSTRALIAN RAILWAYS.

Stations— MERCHANDISE AND LIVESTOCK.	Kilkenny.	Kingston.	Kingswood.	Kilrip.	Koolunga Road.	Kulpara.	Kybunga.	Kybybolite.	Lameroo.	Laura.	Leigh Creek.	Leigh Creek Coal Siding.	Littleham- ton.	Lucindale.	Lynnhurst.
Merchandise—															
Artificial manures	30	158	3	—	—	—	6	5	4	—	—	—	—	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Firewood	—	—	—	—	—	605	5	142	30	2,366	—	158	—	—	—
Ores, slimes, and tailings	—	—	—	—	—	—	—	—	—	—	1,301	248	—	—	487
Unenumerated	347	37	—	—	—	—	—	136	—	19	9	13	3,008	—	2
Flour, bran, pollard, &c.	—	—	—	—	—	—	—	3	—	183	—	—	—	—	—
Chaff, hay, and straw	—	—	—	70	39	40	26	20	38	861	—	—	—	39	—
Potatoes	—	—	—	871	—	—	—	—	—	—	—	—	—	—	—
Wheat	6	—	947	—	3,676	1,906	3,217	153	2,247	7,275	—	—	—	48	—
Unenumerated	—	—	—	323	—	—	—	21	—	—	3	—	33	4	—
Bark	—	116	—	—	—	—	—	—	—	—	—	—	297	16	—
Fruit and garden produce	—	—	—	—	—	—	—	—	—	280	—	—	20	1	—
Unenumerated	39	124	1	48	—	—	18	—	71	742	13	—	255	17	3
Timber, hardwood	—	29	—	—	—	—	—	246	—	—	—	—	—	—	—
Sugar	61	62	—	—	—	—	—	—	53	126	42	—	—	16	29
Unenumerated	—	70	—	2	—	17	1	37	—	—	—	—	—	—	—
Dairy produce	—	—	—	32	—	—	1	—	—	147	—	—	14	—	—
Timber, softwood	—	31	—	—	—	—	—	23	—	—	—	—	48	—	—
Unenumerated	33	131	6	4	—	7	9	8	45	260	16	—	58	6	18
Machinery and castings	6	—	—	—	—	—	—	—	10	—	—	—	—	—	2
Unenumerated	184	103	—	3	—	4	6	5	31	489	8	5	40	2	1
Groceries and oilmen's stores ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	2	73	—	—	—	—	2	—	14	32	7	—	—	1	2
Drapery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	2	66	1	—	—	—	3	2	11	33	27	—	—	12	9
Agricultural implements	9	5	—	—	—	—	1	1	—	—	—	—	—	—	—
Timber (mining)	—	—	—	—	—	—	—	—	—	256	14	—	—	—	—
Wool	—	2	2	—	—	—	8	41	—	158	221	—	—	216	415
All other goods—Freight paying.	213	3	—	—	—	8	—	—	7	—	—	—	—	3	—
Port line traffic, hired truck....	384	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total tonnage forwarded	1,316	1,010	960	1,353	3,716	2,602	3,303	843	2,561	13,227	1,661	424	3,836	381	968
Total tonnage received	5,494	4,649	69	131	523	1,036	2,143	216	2,840	3,418	1,340	20	266	534	663
Livestock forwarded—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Number of cattle, calves, and horses ..	—	454	—	—	—	13	13	5	47	146	51	—	4	313	3
" sheep	—	799	—	—	—	157	3,780	116	—	9,707	2,597	10	—	4,463	9,341
" pigs	—	5	—	—	—	34	79	43	—	34	1	—	26	2	—

APPENDIX 12—continued.
STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations— MERCHANDISE AND LIVESTOCK.	Malla.	Mannahil.	Manoora.	Marmar- jabuk.	McDonald's Hill.	Meadowa.	Merrimera.	Middleton.	Milag.	Millcent.	Mingary.	Mintaro.	Mitcham.	Mitcham Quarry Siding.	Mona.
Merchandise—															
Artificial manures	—	—	—	—	—	—	—	—	—	41	—	—	—	—	—
Coal	—	—	124	—	—	—	—	—	112	—	1,804	—	—	—	—
Firewood	—	15	—	—	—	—	—	—	—	—	—	—	—	—	—
Ores, slimes, and tailings	—	3	11	—	—	—	—	—	126	3	—	1,657	5,495	15,635	67
Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
Flour, bran, and pollard, &c.	31	—	78	—	—	—	—	111	—	116	—	—	8	—	—
Chaff, hay, and straw	327	—	20	—	—	—	—	—	5	424	—	1,305	288	—	—
Potatoes	—	—	1	—	—	—	8	—	—	298	—	—	—	—	—
Wheat	—	—	5,237	—	—	—	—	128	818	443	—	2,320	—	—	1,090
Unenumerated	19	—	572	—	—	—	—	6	328	149	—	—	—	—	—
Bark	—	—	—	—	—	—	—	4	—	111	—	—	—	—	—
Fruit and garden produce	16	26	20	—	—	—	2	—	—	—	—	14	17	—	—
Unenumerated	—	—	155	—	—	—	—	34	154	63	39	111	15	—	—
Timber, hardwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar	—	144	2	—	—	—	—	—	—	6	2	—	—	—	—
Unenumerated	—	—	41	1	—	—	—	1	14	43	235	24	—	14	—
Dairy produce	2	—	60	—	—	—	—	—	19	—	—	—	—	—	—
Timber, softwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	7	53	59	—	1	—	1	11	71	76	35	7	1	—	—
Machinery and castings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	13	39	—	—	2	—	—	6	—	—	16	2	1	—
Groceries and oilmen's stores ..	—	—	—	—	—	2	—	—	26	—	—	—	—	—	—
Unenumerated	—	4	14	—	—	—	2	—	2	—	4	7	4	—	—
Drapery	—	—	—	—	—	—	—	—	15	—	—	—	—	—	—
Unenumerated	—	15	36	—	—	—	1	2	—	—	2	—	12	—	—
Agricultural implements	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—
Timber (mining)	—	68	—	—	—	—	—	—	—	—	—	2	1	—	—
Wool	—	349	179	—	—	25	—	3	382	304	249	—	—	—	—
All other goods—Freight paying.	—	10	—	—	—	—	—	—	1	136	30	3	—	—	—
Port line traffic, hired truck....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total tonnage forwarded	402	700	6,649	1	1	29	87	300	2,083	2,328	2,400	5,553	5,823	15,650	1,163
Total tonnage received	25	404	2,164	59	3	19	59	222	3,181	2,232	194	650	8,942	179	89
Livestock forwarded—	—	85	95	—	—	—	5	7	641	411	457	14	4	—	2
Number of cattle, calves, and horses ..	—	34,410	2,405	—	—	1,073	2,403	65	16,208	6,359	12,635	6,556	1	—	—
" sheep	—	—	42	—	—	—	—	227	1,209	94	—	116	—	—	—
" pigs	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations— MERCHANDISE AND LIVESTOCK.	Monarto South.	Moorooka.	Moonta train.	Moorlands.	Morgan.	Mortlock.	Mount Barker.	Mt. Barker Junction.	Mount Bryan.	Mount Dutton.	Mount Gambier.	Mount Lofty.	Mount Mary.	Mu doora.
Merchandise—														
Artificial manures	—	—	—	—	—	12	12	—	3	—	—	—	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Firewood	1,234	—	—	459	—	—	2,679	46	—	—	—	737	10,335	—
Ores, slimes, and tailings	22	—	—	—	8	—	—	—	—	—	—	—	—	—
Unenumerated	80	—	—	—	328	—	28	3	1	—	495	12	—	—
Flour, bran, pollard, &c.	—	—	—	—	1,400	—	—	—	—	—	792	—	—	25
Chaff, hay, and straw	23	—	—	—	—	—	147	—	2	—	892	—	—	—
Potatoes	—	—	—	—	—	—	—	—	—	—	5,109	19	—	—
Wheat	1,571	671	—	282	2,154	533	—	—	1,434	—	48	—	157	2,899
Unenumerated	12	—	—	3	—	—	23	36	—	—	4,012	—	5	2
Bark	3	—	—	—	—	—	599	—	—	—	—	—	—	—
Fruit and garden produce	—	—	—	—	1,569	—	20	—	—	—	19	291	—	—
Unenumerated	30	—	39	22	139	1	79	9	2	—	1,114	24	31	2
Timber, hardwood	—	—	—	—	—	3	—	—	—	—	68	—	—	—
Sugar	—	—	—	—	—	—	—	—	—	—	1	—	—	—
Unenumerated	5	—	—	2	50	1	92	2	5	—	334	—	—	—
Dairy produce	—	—	—	—	82	—	—	—	—	—	385	—	—	—
Timber, softwood	—	—	—	—	—	—	—	—	—	—	6	—	—	—
Unenumerated	2	—	—	—	258	—	82	—	12	—	674	40	29	—
Machinery and castings	—	—	—	—	3	—	104	—	2	—	15	—	—	—
Unenumerated	4	—	—	5	86	—	100	1	18	—	400	12	10	51
Groceries and oilmen's stores ..	—	—	—	—	11	—	—	—	—	—	13	—	—	—
Unenumerated	—	—	—	1	35	—	6	—	1	—	205	—	—	—
Drapery	—	—	—	—	—	—	—	—	—	—	1	—	—	—
Unenumerated	3	—	—	—	40	—	20	1	3	2	136	15	8	—
Agricultural implements	9	—	—	—	7	—	—	—	—	—	23	—	—	—
Timber (mining)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wool	70	5	—	—	2,183	—	24	—	—	—	106	—	—	102
All other goods—freight paying ..	4	3	—	—	526	10	—	—	248	—	25	—	150	6
Port line traffic, hired truck ..	—	—	—	—	—	—	—	—	4	—	—	—	—	—
Total tonnage forwarded	3,072	679	39	776	8,879	565	4,015	98	1,735	2	14,873	1,150	10,725	3,087
Total tonnage received	840	75	116	112	7,696	588	2,397	10	709	11	8,923	2,886	847	1,045
Livestock forwarded—														
Number of cattle, calves, and horses ..	2	1	—	1	514	—	343	11	12	821	1,523	8	13	—
“ sheep	367	1	—	—	22,116	—	5,748	—	15,514	170	41,374	4	804	—
“ pigs	3	—	—	2	271	—	386	—	—	—	91	—	14	—

APPENDIX 12—continued.
STATEMENT OF MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations— MERCHANDISE AND LIVESTOCK.	Mundawin	Murray Bridge.	Mtotooro.	Nackara.	Nalme.	Naracoorte.	North Adelaide.	Nurragi.	Charly.	Oodla Wirra.	Oodnadatta.	Orroroo.	Ou'ama.	Outalpa.	Outer Harbor.
Merchandise—															
Artificial manures	—	—	—	—	9	50	1,575	—	—	—	—	—	—	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Firewood	—	2,121	—	2,950	2,318	—	3	371	7,498	3,294	—	—	4,364	—	—
Iron, slimes, and tailings	—	—	—	—	—	53	—	—	17	55	—	80	27	—	—
Unenumerated	25	631	—	4	1,186	15	6,702	28	—	1	—	907	398	—	—
Flour, bran, pollard, &c.	—	429	—	—	—	418	—	—	—	396	—	1,020	—	—	—
Chaff, hay, and straw	—	35	—	—	3	117	9	—	8	—	—	8	—	—	—
Potatoes	—	26	—	—	—	9	—	—	—	—	—	—	—	—	—
Wheat	—	13,575	—	167	24	385	—	82	—	240	—	4,968	—	—	—
Unenumerated	—	45	—	—	30	34	—	8	—	8	—	—	—	—	—
Bark	—	—	—	—	7	9	—	—	—	—	—	—	—	—	—
Fruit and garden produce	—	182	—	—	14	1	—	—	—	—	—	10	—	—	—
Unenumerated	—	1,004	—	18	49	140	32	—	8	58	4	142	2	—	2
Timber, hardwood	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—
Sugar	—	32	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	279	—	6	15	60	28	—	30	15	1	29	—	—	—
Dairy produce	—	3	—	—	—	16	—	—	—	—	—	102	—	—	—
Timber, softwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	758	—	13	62	71	146	—	—	18	18	44	1	—	20
Machinery and castings	—	—	—	—	—	3	—	—	—	—	—	9	—	—	29
Unenumerated	—	459	—	5	69	38	53	—	11	10	3	46	6	—	—
Groceries and oilmen's stores ..	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—
Unenumerated	—	265	—	2	5	23	13	—	10	1	1	23	—	—	—
Drapery	—	98	—	—	69	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	—	2	5	9	45	22	—	6	10	7	30	4	8	1
Agricultural implements	—	23	—	—	2	4	—	—	—	—	—	2	—	—	—
Timber (mining)	—	590	—	—	—	—	—	—	—	—	—	—	—	—	—
Wool	—	758	—	192	84	1,261	—	—	—	15	52	218	—	—	—
All other goods—Freight paying.	—	24	—	10	1	132	—	—	215	3	—	—	1	—	59
Port line traffic, hired truck....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	477
Total tonnage forwarded	25	21,337	2	3,372	3,956	2,888	8,583	489	7,844	4,130	86	7,044	4,815	8	588
Total tonnage received	34	10,006	2	427	526	3,680	19,726	64	776	583	875	2,306	362	11	7,897
Livestock forwarded—	—	759	—	18	501	541	1	—	9	6	4,933	2,103	—	—	—
Number of cattle, calves, and horses.	—	13,723	—	45	4,605	7,965	—	—	1	99	1,050	19,488	1	—	—
" sheep	—	1,119	—	63	1	231	3	—	1	—	—	1,313	—	—	—
" pigs	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

SOUTH AUSTRALIAN RAILWAYS.

Stations— MERCHANDISE AND LIVESTOCK.	Owen.	Parachilna.	Paramatta.	Paratoo.	Parilla.	Parrakle.	Peakeville.	Peake.	Pearlah.	Penola.	Petersburg.	Philcox Hill.	Pillana.	Pinnaroo.	Port Adelaide.
Merchandise—															
{ Artificial manures	—	—	—	—	—	6	2	—	—	—	—	—	—	—	9,775
{ Coal	418	40	—	—	8	19	256	18	—	32	—	—	—	7	68,479
{ Firewood	—	531	1,197	—	—	—	1	—	—	—	—	—	—	—	—
{ Ores, slimes, and tailings	—	391	1	6	—	46	—	—	—	1	40	—	2	—	12
{ Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6,149
{ Flour, bran, pollard, &c.	2	—	—	1	1	—	1	—	—	73	400	—	—	—	1,165
{ Chaff, hay, and straw	19	4	—	1	—	2	520	—	—	4	23	—	—	—	—
{ Potatoes	—	—	—	—	—	—	—	—	—	1	—	—	—	—	118
{ Wheat	5,969	—	—	—	54	168	4,703	—	76	34	4,868	—	18	1,519	126
{ Unenumerated	30	—	—	—	—	—	45	2	—	54	—	—	—	7	671
Class A.	—	—	—	—	—	—	—	—	—	94	—	—	—	—	—
{ Bark	—	—	—	—	—	—	—	—	—	1	—	—	—	—	64
{ Fruit and garden produce	4	197	2	2	—	17	—	5	—	143	178	—	—	16	8,186
Class B.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
{ Timber, hardwood	—	56	—	—	—	—	—	—	—	1,527	—	12	—	30	5,722
{ Sugar	27	77	—	—	3	2	29	—	—	—	166	—	—	10	5,333
{ Unenumerated	—	—	—	—	—	—	—	—	—	26	—	—	—	—	5,638
Class C.	27	—	—	—	—	—	22	—	—	—	49	—	—	—	949
{ Dairy produce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5,992
{ Timber, softwood	17	101	—	1	1	8	24	3	2	63	237	—	—	10	4,793
{ Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1st Class.	1	4	—	—	—	—	8	1	—	—	2	—	—	4	6,986
{ Machinery and castings	20	29	—	—	—	4	—	1	—	29	302	—	—	4	11,546
{ Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2nd Class.	11	5	—	—	—	—	10	—	—	8	144	—	—	7	3,588
{ Groceries and oilmen's stores ..	—	—	—	—	2	—	—	—	—	—	—	—	—	—	4,051
{ Unenumerated	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—
3rd Class.	1	—	—	—	—	—	—	—	—	15	141	—	—	7	1,981
{ Drapery	9	38	—	11	—	2	12	—	—	—	—	—	2	—	2,050
{ Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sundries.	11	22	—	—	—	—	29	—	—	1	8	—	—	9	1,487
{ Agricultural implements	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7
{ Timber (mining)	64	43	—	52	—	—	93	—	—	314	—	—	—	—	262
{ Wool	24	9	—	2	—	2	18	8	—	—	—	—	1	1	3,662
{ All other goods—Freight paying.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	88,810
{ Port line traffic, hired truck ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total tonnage forwarded	6,654	1,547	1,201	76	71	276	5,779	38	78	2,428	6,548	674	23	1,631	247,802
Total tonnage received	2,880	6,147	2,902	78	657	684	2,370	572	64	1,582	8,004	2	136	2,346	306,525
Livestock forwarded—															
Number of cattle, calves, and horses .	117	703	—	794	9	23	104	—	—	111	564	—	—	96	125
" sheep	10,440	4,420	—	26,696	4	—	14,078	—	—	5,761	4,561	—	—	214	1,326
" pigs	306	36	—	—	—	—	—	—	—	49	301	—	—	2	64

APPENDIX 12—continued.
STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Station— MERCHANDISE AND LIVESTOCK.	Port Augusta.	Port Broughton.	Port Elliot.	Port Lincoln.	Port Pirrie.	Port Wakefield.	Quorn.	Reddy Cross.	Rendelsham.	Riverton.	Roseworthy.	Saddle- worth.	Saints.	Saliabury.	Falila.
Merchandise—															
{ Artificial manures	5	438	—	1,068	5,906	61	1	—	26	—	—	—	—	34	—
{ Coal	307	21	—	6	183,395	1	10	—	—	—	—	—	—	—	—
{ Firewood	—	10	41	—	—	90	12	—	5	216	—	61	—	—	25
{ Ores, slimes, and tailings	275	—	—	—	364	—	7	—	—	—	—	—	—	—	—
{ Unenumerated	2,948	79	4	38	2,383	217	187	—	—	444	59	271	—	36	321
{ Flour, bran, pollard, &c.	1,157	125	—	127	2,001	7	7	—	—	25	—	811	—	5,757	—
{ Chaff, hay, and straw	24	10	—	285	1	6	560	—	2	5,499	11,728	1,766	—	917	—
{ Potatoes	24	—	—	1	—	—	10	—	176	—	—	—	—	2	—
{ Wheat	—	—	5	—	—	88	3,443	—	—	4,264	435	7,217	3,202	197	90
{ Unenumerated	28	42	—	4	655	51	—	—	81	—	—	43	—	5	—
{ Bark	—	—	—	—	—	—	—	—	3	2	—	70	—	—	—
{ Fruit and garden produce	8	—	3	—	—	—	—	—	—	34	—	519	—	290	—
{ Unenumerated	432	—	2	32	1,712	755	152	1	131	126	101	498	—	142	22
{ Timber, hardwood	350	—	—	8	735	1,050	—	—	—	—	—	—	—	—	—
{ Sugar	175	—	—	1	108	81	2	—	—	—	—	—	—	—	—
{ Unenumerated	652	—	2	55	452	719	49	2	2	32	1,749	125	1	22	17
{ Dairy produce	—	—	—	—	—	36	—	—	—	54	—	201	—	—	—
{ Timber, softwood	235	—	—	37	1,622	914	—	—	—	—	—	—	—	—	—
{ Unenumerated	585	—	19	100	1,010	1,036	103	1	1	60	40	100	—	26	2
{ Machinery and castings	70	—	—	15	319	9	—	—	—	24	2	—	—	1	—
{ Unenumerated	753	228	3	149	1,379	690	58	4	1	34	35	76	—	32	—
{ Groceries and oilmen's stores ..	534	25	—	62	812	—	9	—	—	—	—	—	—	—	—
{ Unenumerated	573	16	—	127	1,251	589	47	—	—	13	3	37	1	9	—
{ Drapery	48	2	—	—	6	—	—	—	—	—	—	—	—	—	—
{ Unenumerated	156	7	8	—	179	152	63	—	5	30	12	24	—	4	—
{ Agricultural implements	7	9	—	61	—	7	—	—	—	3	5	—	—	15	—
{ Timber (mining)	—	—	—	—	31,444	3	—	—	—	342	—	1,613	—	—	—
{ Wool	—	6	3	—	—	—	65	13	66	61	13	114	—	3	—
{ All other goods—Freight paying. { Port line traffic, hired truck ...	—	27	2	60	516	—	122	—	2	—	96	—	—	17	—
{ Unenumerated	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total tonnage forwarded	9,346	1,045	92	2,252	236,250	6,562	4,913	21	501	11,263	14,278	13,546	3,204	7,509	477
Total tonnage received	30,333	3,133	305	2,068	698,711	22,727	2,359	155	363	2,748	2,127	4,376	327	6,268	30
Livestock forwarded—															
Number of cattle, calves, and horses ..	65	—	5	9	244	13	1,353	5	—	555	1,019	759	—	102	2
" sheep	200	—	5	—	—	7	14,819	616	3,080	5,952	10,311	11,213	—	711	—
" pigs	—	—	—	—	236	18	32	4	16	657	380	692	10	8	—

STATEMENT OF MERCHANDISE TONNAGE AND LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

SOUTH AUSTRALIAN RAILWAYS.

Stations— MERCHANDISE AND LIVESTOCK.	Sandergrove.	Serviceson.	Sherlock.	Smithfield.	Snowtown.	Snuggely.	South Hummocks.	Stewart Range.	Stirling g.	St. Leonards.	Stockade.	Stockport.	Stockyard Creek.	Strangways.	Strathbryn.
Merchandise—															
Artificial manures	—	115	—	—	12	—	—	—	—	—	—	—	—	—	2
Coal	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Firewood	468	—	370	230	69	—	23	—	—	—	—	—	97	—	1,241
Ores, slimes, and tailings	—	13	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	—	—	—	591	—	—	109	6	—	15,815	17	—	—	87
Flour, bran, pollard, &c.	—	588	—	—	22	31	—	—	—	—	—	—	—	—	209
Chaff, hay, and straw	—	241	—	696	66	141	—	56	—	—	—	10	—	—	97
Potatoes	—	2,318	—	—	—	8	—	6	—	—	—	—	13	—	20
Wheat	78	7	113	1,149	6,452	79	2,274	131	—	—	—	1,746	1,495	—	2,311
Unenumerated	75	283	—	85	—	25	11	16	—	—	—	—	—	—	231
Bark	—	—	—	40	—	—	—	4	—	—	—	—	—	—	5
Fruit and garden produce	—	—	—	—	—	—	—	—	1	—	—	—	—	—	56
Unenumerated	—	52	—	23	93	—	—	—	—	—	—	10	—	—	410
Timber, hardwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar	—	1	—	—	—	—	—	—	8	—	—	—	—	—	—
Unenumerated	—	188	1	20	54	29	—	7	—	—	—	—	—	—	131
Dairy produce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber, softwood	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	105	3	1	59	11	12	—	4	—	13	4	—	—	66
Machinery and castings	—	20	5	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	185	5	1	37	18	3	—	—	—	1	26	—	—	36
Groceries and oilmen's stores ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	68	—	—	9	—	—	—	—	—	—	3	—	—	30
Drapery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	3	199	4	2	20	4	1	2	1	—	—	4	—	—	4
Agricultural implements	—	424	—	3	4	—	4	—	—	—	—	—	—	—	45
Timber (mining)	—	—	—	682	—	—	—	—	—	—	—	—	—	—	—
Wool	—	58	2	74	54	21	1	32	—	—	—	—	3	—	10
All other goods—Freight paying.	—	430	1	54	—	—	—	4	—	—	—	10	6	—	131
Port line traffic, hired truck ...	—	—	—	—	—	—	—	—	—	—	—	5	—	—	3
Total tonnage forwarded	624	5,297	504	3,061	7,542	367	2,329	368	20	1,128	15,829	1,858	1,662	—	5,125
Total tonnage received	73	5,735	500	865	3,515	55	390	152	17	4,837	173	584	467	—	2,261
Livestock forwarded—															
Number of cattle, calves, and horses .	—	511	10	254	351	6	9	3	652	155	—	48	10	—	1,172
“ sheep	—	11,311	—	15,852	10,040	30	18,476	14	13,070	—	—	292	758	—	14,413
“ pigs	—	—	—	401	582	—	63	5	39	—	—	1	—	—	1,721

APPENDIX 12—continued.
STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations—	Struan.	Stuart Creek.	Sutherland.	Tallem Bend.	Tantanoola.	Tarlee.	Terowie.	Tintinnara.	Uoolta.	Uooloo.	Victor Harbor.	Wallaroo.	Walloway.	Wandilo.	Wangfanna.
MERCHANDISE AND LIVESTOCK. Merchandise— Artificial manures Coal Firewood Ores, slimes, and tailings (Unenumerated Flour, bran, pollard, &c. Chaff, hay, and straw Potatoes Wheat (Unenumerated Grain, &c., Class. Bark Fruit and garden produce (Unenumerated Timber, hardwood Sugar (Unenumerated Dairy produce Timber, softwood (Unenumerated Machinery and castings (Unenumerated Groceries and oilmen's stores .. (Unenumerated Drapery (Unenumerated Agricultural implements Timber (mining) Wool All other goods—Freight paying. (Port line traffic, hired truck.... Sundries.	—	—	—	3	—	—	—	—	—	—	—	9,445	—	—	—
	—	—	13,649	415	—	7	164	48	5	—	—	31,939	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	30	73	25
	—	—	—	—	22	5	105	15	—	—	—	14,378	52	39	129
	7	—	—	—	—	3	2,181	—	—	—	6	200	—	—	11
	77	—	12	—	26	3,132	13	—	7	—	—	—	—	13	—
	1	—	—	—	89	—	—	—	—	—	6	—	—	862	—
	—	—	1,702	226	162	3,895	904	94	827	284	36	102	745	—	—
	135	—	—	30	139	150	24	—	15	1	19	5	3	118	—
	—	—	—	—	12	—	—	—	—	—	266	—	—	—	—
Class A. Fruit and garden produce (Unenumerated Class B. Timber, hardwood Sugar (Unenumerated Class C. Dairy produce Timber, softwood (Unenumerated Class 1st. Machinery and castings (Unenumerated Class 2nd. Groceries and oilmen's stores .. (Unenumerated Class 3rd. Drapery (Unenumerated Sundries. Agricultural implements Timber (mining) Wool All other goods—Freight paying. (Port line traffic, hired truck.... Total tonnage forwarded Total tonnage received Livestock forwarded— Number of cattle, calves, and horses . " sheep " pigs	76	—	—	—	—	—	—	—	—	—	—	—	—	—	2
	—	—	17	96	9	14	73	—	21	—	11	1,254	10	—	—
	—	—	—	—	—	—	—	—	—	—	23	796	—	—	—
	1	—	65	17	33	1	24	10	14	1	—	1	—	—	23
	—	—	12	—	11	9	29	—	5	—	—	2	2	—	—
	5	—	39	22	18	25	89	8	22	—	27	240	26	—	—
	—	—	2	1	9	—	—	—	7	13	—	98	14	—	—
	1	—	16	26	56	34	52	54	34	2	10	228	—	—	—
	—	—	—	—	—	—	—	—	—	—	2	135	—	—	—
	—	—	1	15	—	—	18	15	4	—	—	—	—	—	—
Class 3rd. Drapery (Unenumerated Sundries. Agricultural implements Timber (mining) Wool All other goods—Freight paying. (Port line traffic, hired truck.... Total tonnage forwarded Total tonnage received Livestock forwarded— Number of cattle, calves, and horses . " sheep " pigs	2	—	19	12	2	4	45	7	8	4	22	114	3	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	—	—	13	—	—	2	—	—	1	—	—	12	—	—	—
	6	—	13	8	64	60	176	4	7	51	21	984	16	—	—
	—	3	1	79	—	7	—	—	17	—	2	634	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	311	3	15,561	950	653	7,348	3,897	255	994	356	634	66,020	901	1,109	190
	192	22	670	952	305	1,443	2,870	584	426	183	2,684	125,237	174	883	181
	—	—	4	1,731	34	224	714	20	9	—	30	108	—	—	—
	—	100	100	15,325	4,620	4,840	13,204	3	592	27	7,082	—	4,345	—	—
	—	2	2	2	3	342	168	38	4	—	235	—	—	—	—

STATEMENT OF MERCHANDISE TONNAGE AND LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

SOUTH AUSTRALIAN RAILWAYS.

Stations— MERCHANDISE AND LIVESTOCK.	Wandila.	Warner- town.	Warrina.	Warrunda.	Wasleys.	Willawatt.	Willamulka.	William Creek.	Willochra.	Wilson.	Winnahdale.	Wirrawilla.	Wirrega.	Wolsley.	Wood.
Merchandise— Artificial manures	1	—	—	—	23	—	—	—	—	—	—	—	—	—	—
Coal	—	—	—	—	—	—	71	2	—	—	53	—	—	—	—
Firewood	—	5	—	—	46	—	—	—	—	14	—	—	—	—	38
Ores, slimes, and tailings	—	4	—	—	—	—	—	—	—	4	—	—	—	10	—
Unenumerated	—	986	—	—	3	—	—	—	—	5	—	—	—	—	—
Flour, bran, pollard, &c.	—	—	—	—	—	—	2	—	—	—	—	—	—	481	—
Chaff, hay, and straw	—	504	—	—	16,099	5	—	—	19	—	—	—	—	183	8
Potatoes	—	—	—	—	6,084	—	1,852	—	783	2,441	—	—	84	452	1,942
Wheat	118	3,417	—	101	17	250	—	—	44	3	—	—	—	66	—
Unenumerated	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Bark	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fruit and garden produce	—	63	—	—	—	1	1	1	2	24	—	—	2	108	6
Unenumerated	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—
Timber, hardwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sugar	—	18	—	—	3	2	14	4	2	3	1	1	—	13	5
Unenumerated	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—
Dairy produce	—	—	—	—	4	—	—	—	—	—	—	—	—	—	16
Timber, softwood	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—
Unenumerated	—	2	1	—	56	7	2	11	6	25	3	1	—	8	1
Machinery and castings	—	12	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	13	—	—	32	3	4	—	—	5	—	—	2	43	10
Groceries and oilmen's stores ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	—	—	—	4	1	—	—	1	—	—	—	1	5	—
Drapery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unenumerated	—	10	—	—	7	—	—	8	4	1	3	—	4	22	1
Agricultural implements	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber (mining)	—	—	—	—	30	—	—	—	—	—	—	—	—	—	—
Wool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
All other goods—Freight paying. (Port line traffic, hired truck ...	3	1	2	17	3	—	2	97	42	50	86	96	—	114	1
...	—	—	—	—	—	—	—	—	—	2	—	—	—	116	—
Total tonnage forwarded	122	5,036	23	118	22,454	271	1,948	123	903	2,577	145	98	94	1,621	2,028
Total tonnage received	171	283	44	142	4,268	811	463	178	85	475	42	27	136	2,259	446
Livestock forwarded— Number of cattle, calves, and horses .	—	12	662	—	102	3	5	261	—	8	4	—	—	683	—
" sheep	—	8	4	—	11,738	—	—	2,464	—	104	762	—	—	6,114	637
" pigs	—	—	—	—	190	—	—	—	—	185	—	—	—	30	41

APPENDIX 12—continued.

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, and TOTAL TONNAGE RECEIVED, ETC.—continued.

Stations—		Woodville.	Woolshed Flat.	Yacka.	Yarcowie.	Yongala.	Yunta.	Total.
MERCHANDISE AND LIVESTOCK.								
Merchandise—								
Miscellaneous.	Artificial manures.....	—	—	—	7	15	—	42,366
	Coal	—	—	—	—	—	—	284,799
	Firewood	20	133	—	—	15	—	118,890
	Ores, slimes, and tailings	—	—	—	—	8	—	703,451
	Unenumerated	—	22	725	—	463	—	162,383
Grain, &c., Class.	Flour, bran, pollard, &c.....	—	—	—	7	2	—	47,326
	Chaff, hay, and straw	—	—	—	9	1,057	—	114,371
	Potatoes	—	—	—	—	—	—	16,366
	Wheat	—	—	2,137	1,593	4,692	—	291,875
	Unenumerated	—	—	7	—	38	—	14,672
Class A.	Bark	—	—	—	—	—	—	3,322
	Fruit and garden produce	—	—	—	1	2	—	16,454
	Unenumerated	1	8	10	25	10	17	38,455
Class B.	Timber, hardwood	1	—	—	—	—	—	12,556
	Sugar	—	—	—	—	—	—	6,253
	Unenumerated	—	1	2	7	2	5	24,670
Class C.	Dairy produce.....	—	—	—	—	75	—	4,640
	Timber, softwood	—	—	—	—	—	—	10,226
	Unenumerated	—	—	38	22	54	43	26,963
1st Class.	Machinery and castings	—	—	—	1	—	—	9,717
	Unenumerated	—	—	25	8	9	7	26,304
2nd Class.	Groceries and oilmen's stores.....	—	—	—	—	—	—	10,165
	Unenumerated	—	—	—	—	—	2	13,541
3rd Class.	Drapery	—	—	—	—	—	—	5,877
	Unenumerated	6	1	6	8	13	8	10,986
Sundries.	Agricultural implements	—	—	4	—	5	4	3,878
	Timber (mining)	—	—	—	—	—	—	42,113
	Wool	—	—	136	87	83	589	22,485
	All other goods—Freight paying	—	—	—	1	5	27	10,390
	Port line traffic, hired truck	—	—	—	—	—	—	113,495
Total tonnage forwarded.....		28	165	3,090	1,776	6,548	702	2,208,979
Total tonnage received		3,500	9	1,019	385	2,043	781	2,208,979
Livestock forwarded—								
Number of cattle, calves, and horses.....		—	—	345	10	48	22	79,604
" sheep.....		—	105	11,601	3,522	343	16,759	1,058,109
" pigs		—	—	50	35	214	2	36,011

Adelaide, August 22nd, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 13.

STATEMENT of REVENUE, WORKING EXPENDITURE, and INTEREST from the COMMENCEMENT to JUNE 30th, 1908 (exclusive of Palmerston Line).

	£	s.	d.	£	s.	d.
Working Expenditure	—	—	—	18,772,609	15	9
Interest paid on Bonds, Stock, and Treasury Bills	13,353,242	11	0			
Less charged to the Capital Account of the lines under construction..	£80,694	7	7			
“ credited to Railways for Interest received from Sales of Pinnaroo Lands—Act 831 of 1903	6,023	12	10			
	66,718	0	5			
Charged to General Revenue	—	—	—	13,286,524	10	7
Revenue	—	—	—	32,059,134	6	4
	—	—	—	30,885,409	9	4
Excess of Working Expenditure and Interest over Revenue	—	—	—	£1,173,724	17	0

Adelaide, September 3rd, 1908.

J. PICKERING, Comptroller of Accounts.

APPENDIX

SOUTH AUSTRALIAN RAILWAYS.

Year ended June 30th.	Miles Open at end of Year.	Average Mileage Open during the Year.	Construction and Additional Requirements.		Rolling-stock.				Horses.	Tonnage of Goods and Livestock conveyed, "On Service" Traffic.	Number of Passengers conveyed.	Gross Revenue.					
			Capital Cost, Average Miles Open.	Cost per Average Mile Open.	Engines and Motors.	Coaching Vehicles.	Goods and Livestock Vehicles.	Departmental Wagons, Trucks, Cranes, &c.				Coaching Traffic.	Goods and Livestock Traffic.	Mis- cellaneous.	Total.	Per Train Mile.	Per Mile Open, Average Mileage.
1899	1,723½	1,723½	12,886,369	7,476	336	372	6,139	232	63	1,403,727	6,171,081	297,207	731,166	30,034	1,068,397	66½	614
1900	1,736½	1,736½	13,014,428	7,527	346	407	6,154	239	62	1,485,976	7,416,606	337,723	798,231	31,033	1,166,987	67½	674
1901	1,736½	1,736½	13,166,291	7,577	345	411	6,128	261	64	1,628,444	8,863,632	359,172	843,019	34,425	1,236,616	67½	712
1902	1,736½	1,736½	13,276,037	7,646	345	431	6,122	269	60	1,392,267	9,643,058	369,677	881,045	34,453	1,086,175	62½	625
1903	1,736½	1,736½	13,400,796	7,718	346	435	6,021	273	60	1,349,617	9,061,488	342,037	703,522	31,053	1,076,612	68½	620
1904	1,736½	1,736½	13,517,727	7,785	339	432	6,071	269	61	1,515,621	9,747,412	367,607	761,298	31,734	1,160,639	74½	668
1905	1,745½	1,744½	13,587,406	7,783	333	432	6,086	275	60	1,681,003	9,866,621	379,031	860,037	34,250	1,273,321	80½	730
1906	1,745½	1,744½	13,610,520	7,797	327	423	6,110	272	62	1,732,436	10,715,343	402,329	910,106	37,330	1,345,765	83½	773
1907	1,832½	1,814½	13,699,029	7,491	328	429	6,140	221	61	2,042,939	11,497,802	452,278	1,083,504	39,586	1,576,368	87½	868
1898	1,879½	1,860½	13,558,699	7,449	331	443	6,226	221	62	2,255,936	12,839,428	511,423	1,184,867	44,969	1,741,269	83½	936
Totals..	—	—	—	—	—	—	—	—	—	16,488,016	95,822,371	3,818,487	8,555,785	348,867	12,724,139	—	—
Average	1,761	—	—	—	—	—	—	—	—	1,648,802	9,682,237	381,349	866,678	34,887	1,272,414	74½	—

COMPARATIVE STATEMENT for TEN YEARS—continued.

Year ended June 30th.	Total Train Miles Run.	Maintenance of Way, Works, and Buildings.		Locomotive Power.		Carriage and Wagon Repairs.		Traffic Expenses.		Compensation.		General Charges.		Total Working Expenses.				Net Revenue.			
		Amount. \$	Per cent. to Gross Revenue.	Amount. \$	Per cent. to Gross Revenue.	Amount. \$	Per cent. to Gross Revenue.	Amount. \$	Per cent. to Gross Revenue.	Amount. \$	Per cent. to Gross Revenue.	Amount. \$	Per cent. to Gross Revenue.	Amount. \$	Per Train Mile.	Per Mile Open, Average Mileage.	Per cent. on Capital Cost.				
1899	3,899,061	160,514	15.17	236,604	22.35	58,754	5.55	146,962	13.89	645	0.06	13,901	1.31	617,380	58.33	38.00	368	441,017	27	256	3.42
1900	4,178,686	163,851	14.04	255,582	21.90	62,832	5.38	160,641	13.77	637	0.15	14,298	1.23	667,841	56.37	37.78	380	509,146	29	294	3.91
1901	4,393,181	185,292	14.98	293,913	23.76	65,664	5.55	164,689	13.31	1,662	0.13	15,029	1.22	729,639	58.95	39.83	420	607,577	28	292	3.86
1902	4,196,138	166,691	15.36	278,839	25.70	64,733	5.96	162,626	14.99	1,394	0.13	15,234	1.40	689,517	63.64	39.44	397	395,658	23	228	2.98
1903	3,770,351	139,297	12.91	265,343	24.65	51,874	4.82	151,738	14.09	1,663	0.15	14,596	1.36	624,511	58.01	39.75	360	452,101	29	260	3.37
1904	3,739,088	164,066	14.14	286,280	24.67	57,207	4.93	151,697	13.07	1,571	0.13	14,574	1.25	675,395	58.19	43.35	389	485,244	31	279	3.59
1905	3,773,106	206,894	16.25	269,143	22.71	71,007	5.57	152,627	11.99	2,037	0.16	15,083	1.18	736,791	57.86	46.87	422	536,530	34	308	3.95
1906	3,875,167	203,487	15.08	308,377	22.74	79,151	5.86	157,485	11.67	1,940	0.14	15,445	1.14	764,385	56.63	47.34	438	585,380	36	335	4.30
1907	4,334,243	273,686	17.30	321,746	20.42	82,918	5.26	171,721	10.90	2,190	0.14	15,744	1.03	868,005	55.10	48.06	478	707,363	39	390	5.16
1898	5,010,121	312,801	17.96	329,296	18.91	112,644	6.47	195,964	11.26	2,443	0.14	16,382	0.94	969,530	55.68	46.44	521	771,729	37	415	5.57
Totals ..	41,169,142	1,976,579	—	2,863,623	—	709,774	—	1,616,050	—	16,082	—	150,286	—	7,332,394	—	—	—	5,391,745	—	—	—
Average	4,116,914	197,658	15.53	286,362	22.51	70,977	5.58	161,606	12.70	1,608	0.13	15,029	1.18	733,239	57.63	42.74	—	539,175	31	—	—

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 15.

STATEMENT of the NUMBERS of PERSONS EMPLOYED in JULY, 1908 (exclusive of Palmerston Line).

	Generally—For all Branches.		Traffic Branch.	Locomotive, Carriage, and Wagon Branch.	Maintenance Branch, including Engineering Staff for Construction.	Total.
	Commissioner's Staff.	Comptroller's Staff.				
Commissioner	1	—	—	—	—	1
Secretary	1	—	—	—	—	1
Engineer-in-Chief	—	—	—	—	1	1
Chief Mechanical Engineer	—	—	—	1	—	1
General Traffic Manager	—	—	1	—	—	1
Comptroller of Accounts	—	1	—	—	—	1
Chief Assistant Engineer	—	—	—	—	1	1
Assistant Engineer, Railway Construction	—	—	—	—	1	1
Superintending Surveyor	—	—	—	—	1	1
Chief Draughtsman	—	—	—	1	1	2
Resident Engineers	—	—	—	—	7	7
Superintendent—Glanville	—	—	—	—	1	1
Electrician	—	—	—	—	1	1
Surveyors	—	—	—	—	3	3
Assistant Surveyor	—	—	—	—	1	1
Works Manager	—	—	—	1	—	1
Outdoor Running Superintendent	—	—	—	1	—	1
Locomotive Accountant	—	—	—	1	—	1
Chief Clerks	1	—	1	1	—	3
Inspecting and Estimate Engineer	—	—	—	1	—	1
Locomotive Storekeeper	—	—	—	1	—	1
District Superintendents	—	—	6	6	—	12
Paymaster and Expenditure Clerk	—	1	—	—	—	1
Traffic Auditor	—	1	—	—	—	1
Receiver of Revenue	—	1	—	—	—	1
Collector of Accounts	—	1	—	—	—	1
Bookkeepers	—	1	—	1	—	2
Travelling Inspectors of Accounts	—	3	—	—	—	3
Chief Pay Clerk	—	1	—	—	—	1
Chief Clerk—Traffic Audit	—	1	—	—	—	1
Apprentices	—	—	—	84	7	91
Caretakers	—	—	17	2	—	19
Carriage-washers	—	—	32	—	—	32
Chargemen	—	—	—	27	—	27
Check Porters	—	—	19	—	—	19
Cleaners	—	—	—	397	—	397
Clerks	3	54	145	52	33	287
Coalmen	—	—	—	30	—	30
Crossing and Gate Keepers	—	—	31	—	—	31
Draughtsmen	—	—	—	9	30	39
Electrical Fitters	—	—	—	—	9	9
Engine and Horse Drivers	—	—	14	130	5	199
Field Assistant	—	—	—	—	1	1
Firemen	—	—	—	218	—	218
Foremen	—	—	22	13	—	35
Greasers	—	—	—	14	—	14
Guards	—	—	127	—	—	127
Inspectors and Foremen	—	—	3	5	27	35
Lampmen	—	—	3	—	—	3
Mechanics	—	—	—	866	427	1,293
Overseer	—	—	1	—	—	1
Packers and Laborers	—	—	2	414	1,670	2,086
Platelayers and Gangers	—	—	—	—	283	283
Porters	1	—	674	—	—	675
Pumpers	—	—	—	19	—	19
Sheet Repairers	—	—	6	—	—	6
Shunters	—	—	28	8	—	36
Signalmen	—	—	62	—	—	62
Sleeping-car Conductors	—	—	5	—	—	5
Stationmasters	—	—	122	—	—	122
Storemen	—	—	—	15	5	20
Ticket Printers	—	—	2	—	—	2
Wagon Examiners	—	—	—	40	—	40
Watchmen	—	—	3	2	—	5
Weighbridge Attendants	—	—	3	—	—	3
Totals	7	65	1,329	2,410	2,515	6,326

Adelaide Station, August 22nd, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 16.

RETURN of the NUMBER and NATURE of the ACCIDENTS to LIFE and LIMB which OCCURRED in TRAIN WORKING during the YEAR ended JUNE 30th, 1908.

Date of Accident.	Line.	Passengers.				Servants of the Department.				Miscellaneous.		Cause of Accident.
		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1907.												
July 1	Northern	—	—	—	—	—	1	—	—	—	—	Foot caught in turntable.
3	Port	—	—	—	—	—	1	—	—	—	—	Sprained ankle in jumping off carriage.
3	Pirie	—	—	—	—	—	—	—	1	—	—	During shunting.
9	Gt. Northern	—	—	—	—	—	—	1	—	—	—	Collided with trolley while riding on motor tricycle.
10	South	—	—	—	—	—	1	—	—	—	—	Thumb caught in buffers.
12	Port	—	—	—	—	—	—	—	1	—	—	During shunting.
12	Glenelg	—	—	—	—	—	—	—	1	—	—	Fell off engine.
19	Southern	—	—	—	—	—	—	—	1	—	—	Caught between timber and tank.
24	Adelaide	—	—	—	—	—	—	—	1	—	—	Slipped between platform and truck.
30	Port	—	—	—	—	—	1	—	—	—	—	While shunting.
Aug. 1	South-East	—	—	—	—	—	—	—	—	—	1	Caught between trucks.
9	Southern	—	—	—	1	—	—	—	—	—	—	Fingers jammed in carriage door.
10	Glenelg	—	—	—	—	—	—	—	—	1	—	Run over by train.
13	Cockburn	—	—	—	1	—	—	—	—	—	—	Fell off train—riding on step.
14	Glenelg	—	—	—	—	—	—	—	—	—	1	Cart driven by him run into by train.
26	Midland	—	—	—	—	—	1	—	—	—	—	During shunting.
28	Cockburn	—	—	1	—	—	—	—	—	—	—	Attempted to join train in motion and fell.
29	Port	—	—	—	—	—	—	—	—	—	1	Run over while attempting to steal coal from trucks.
31	"	—	—	—	1	—	—	—	—	—	—	Fingers jammed in carriage door.
Sept. 4	Western	—	—	1	—	—	—	—	—	—	—	Left train in motion and fell.
6	Port	—	—	—	1	—	—	—	—	—	—	Left train in motion and fell.
6	Midland	—	—	—	—	—	—	—	—	—	1	Jammed between trucks at chaffmills.
7	"	—	—	1	—	—	—	—	—	—	—	Left train in motion and fell between carriages.
10	South	—	—	—	—	—	1	—	—	—	—	Fell off footplate.
10	South-East	—	—	—	—	—	—	—	—	—	1	While unloading goods.
12	Adelaide	—	—	—	—	—	1	—	—	—	—	When loading goods.
21	South-East	—	—	—	—	—	—	—	—	—	1	Foot caught between rail and guard.
25	Morgan	—	—	—	—	—	1	—	—	—	—	Foot jammed between carriage door and platform.
27	Southern	—	—	—	—	—	—	—	1	—	—	Hand jammed between brake handle and oil-feeder of engine.
28	North	—	—	—	—	—	—	—	—	—	1	Fell off platform.
28	South-East	—	—	—	—	—	—	—	1	—	—	Fell off goods platform.
Oct. 2	Pirie	—	—	—	—	—	—	—	—	—	1	Hand squeezed between carriage buffers.
3	Port	—	—	—	1	—	—	—	—	—	—	Finger jammed in carriage window.
7	Adelaide	—	—	—	—	—	—	—	1	—	—	When shunting.
9	Glenelg	—	—	—	—	—	—	—	—	—	1	Fell into cattle pit.
9	Pirie	—	—	—	—	—	—	—	1	—	—	Caught between timber and truck.
14	Port	—	—	—	—	—	1	—	—	—	—	While coupling.
14	Midland	—	—	—	—	—	—	—	—	—	1	When transferring timber.
15	North	—	—	—	—	—	—	—	—	—	3	Train collided with buggy—occupants thrown out.
22	Western	—	—	—	—	—	1	—	—	—	—	Strained back while lifting case.
24	Midland	—	—	—	—	—	1	—	—	—	—	Leg scalded by water from injector.
26	"	—	4	—	—	—	5	—	—	—	—	No. 10 down train collided with 5 up.
28	Adelaide	—	—	—	1	—	—	—	—	—	—	Left train in motion.
30	Pirie	—	—	—	1	—	—	—	—	—	—	Finger jammed in door of goods brake.
Nov. 2	Midland	—	—	—	—	—	—	—	1	—	—	Squeezed between cattle van and ramp.
9	Port	—	—	—	—	—	1	—	—	—	—	Squeezed between hooks of engine and carriage.
12	Midland	—	—	—	—	—	—	—	—	1	—	Run over by train.
17	Port	—	—	—	1	—	—	—	—	—	—	Finger jammed in carriage door.
Dec. 2	"	—	—	—	—	—	1	—	—	—	—	When uncoupling horse from truck.
3	Cockburn	—	—	—	—	—	—	1	—	—	—	Run into by train while riding tricycle.
4	Victoria Sq.	—	—	—	1	—	—	—	—	—	—	Fell when attempting to join train in motion.
5	Northern	—	—	—	—	—	1	—	—	—	—	When uncoupling.
7	"	—	—	—	—	—	1	—	—	—	—	Struck by van on incoming train.
10	Adelaide	—	—	—	1	—	—	—	—	—	—	Fell through leaving train in motion.
13	Northern	—	—	—	—	—	1	—	—	—	—	Knocked ankle against drawbar.
14	"	—	—	—	—	—	—	—	1	—	—	Slipped off tender step.
16	Midland	—	—	—	—	—	1	—	—	—	—	Foot run over by wheel of tender.
17	Port	—	—	—	—	—	—	—	—	—	1	Fell on platform.
21	Adelaide	—	—	—	—	—	—	—	1	—	—	Foot caught between rail and turntable.
24	Port	—	—	—	2	—	—	—	—	—	—	Fell on platform through leaving train in motion.
25	Adelaide	—	—	—	—	—	1	—	—	—	—	Injured arm when loading ice.
25	"	—	—	—	1	—	—	—	—	—	—	Fell on platform through leaving train in motion.
Carried forward ..		—	4	3	13	—	23	2	12	2	14	

APPENDIX 16—continued.

RETURN of the NUMBER and NATURE of the ACCIDENTS to LIFE and LIMB which OCCURRED in TRAIN WORKING during the YEAR ended JUNE 30th, 1908—continued.

Date of Accident.	Line.	Passengers.				Servants of the Department.				Miscellaneous.		Cause of Accident.
		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Brought forward ..		—	4	3	13	—	23	2	12	2	14	
1907.												
Dec. 25	Midland	—	—	—	—	—	—	—	1	—	—	Finger jammed in carriage door.
30	Grange	—	—	—	—	—	1	—	—	—	—	Fell off brake van.
30	"	—	—	—	—	—	—	—	—	—	1	Fell off platform.
31	Pirie	—	—	—	—	—	—	—	1	—	—	Eye scalded when filling lubricator.
31	South-East	—	—	—	1	—	—	—	—	—	—	Attempted to join train in motion.
31	Northern	—	—	—	—	—	1	—	—	—	—	Foot scalded by steam from injector.
31	Western	—	—	—	—	—	1	—	—	—	—	Slipped on footplate.
1908.												
Jan. 1	Pirie	—	—	—	—	—	1	—	—	—	—	During shunting.
6	Port	—	—	—	—	—	—	—	1	—	—	Hand burnt by flames from firebox.
8	Wayville	—	—	—	—	—	—	—	—	1	—	Run over by train.
12	Southern	—	—	—	—	—	1	—	—	—	—	Wrist jammed between buffers.
13	Gawler	—	—	—	—	—	1	—	—	—	—	Slipped off engine.
17	Port	—	1	—	—	—	—	—	—	—	—	Gas globe fell on shoulder.
17	Pirie	—	—	—	—	—	—	1	—	—	—	Finger caught between buffers.
19	Adelaide	—	—	—	—	—	—	—	1	—	—	Slipped off brake van.
20	Port	—	—	—	—	—	—	—	—	—	1	Trolley he was driving collided with trucks.
21	Midland	—	1	—	—	—	1	—	—	—	—	Portion of 7 up train derailed.
25	"	—	—	—	1	—	—	—	—	—	—	Left train in motion and fell.
27	Henley Beh.	—	—	—	1	—	—	—	—	—	—	Attempted to join train in motion.
29	Western	—	—	—	—	—	1	—	—	—	—	Leg jammed between engine and tender.
Feb. 3	Adelaide	—	—	—	1	—	—	—	—	—	—	Left train in motion and fell.
12	Midland	—	—	—	—	—	1	—	—	—	—	Slipped on stone.
13	Northern	—	—	—	—	—	—	—	—	—	1	Caught between two trucks.
14	Port	—	—	—	—	—	—	—	1	—	—	Knocked arm against brake-handle of engine.
16	Adelaide	—	—	—	—	—	1	—	—	—	—	Struck by shunt engine.
17	Northern	—	—	—	—	—	1	—	—	—	—	Ankle struck by truck door.
20	Glenelg	—	—	—	—	—	1	—	—	—	—	Struck head against post when leaning out of carriage to examine spring.
24	Morgan	—	—	—	—	—	—	—	1	—	—	Jammed between hoppers.
26	Quorn	—	—	—	—	—	1	—	—	—	—	Slipped off tender.
28	Southern	—	—	—	—	—	—	—	1	—	—	Leg scalded while working engine.
28	"	—	—	—	—	—	—	—	1	—	—	Arm caught between drawhooks.
28	Adelaide	—	—	—	—	—	1	—	—	—	—	Slipped when getting off engine.
28	Pirie	—	—	—	—	—	1	—	—	—	—	Fell off engine.
29	Western	—	—	—	—	—	1	—	—	—	—	Fell from train.
Mar. 5	Southern	—	—	—	—	—	—	—	—	—	1	Cart driven by him ran into train.
9	Quorn	—	—	—	—	—	—	—	1	—	—	Jammed between truck and platform.
11	Midland	—	—	—	—	—	1	—	—	—	—	Struck by signal lever.
14	"	—	—	—	—	—	—	—	—	1	—	Run over by train.
15	Pirie	—	—	—	—	—	—	—	—	—	1	Finger crushed between buffers.
17	Adelaide	—	—	—	—	—	—	—	1	—	—	Knocked down by shunt engine.
17	"	—	—	—	—	—	1	—	—	—	—	Struck head against truck.
19	South	—	—	—	—	—	—	—	—	—	1	Rode bicycle against crossing gates.
23	Southern	—	—	—	—	—	—	—	—	1	—	Run over by train.
27	Adelaide	—	—	—	1	—	—	—	—	—	—	Thumb jammed in carriage door.
27	"	—	—	—	1	—	—	—	—	—	—	Fell off platform.
April 1	Pirie	—	—	—	1	—	—	—	—	—	—	Left train in motion.
3	Morgan	—	—	—	—	—	—	—	—	—	1	Squeezed between trucks.
4	Port	—	—	—	1	—	—	—	—	—	—	Left train in motion.
10	Northern	—	—	—	—	—	—	—	—	1	—	Run over at crossing under influence of drink.
11	Midland	—	—	—	1	—	—	—	—	—	—	Leg caught between footboard and platform.
14	Cookburn	—	—	—	—	—	—	—	1	—	—	Fell off engine.
18	Southern	—	—	1	—	—	—	—	—	—	—	Left train in motion and fell—crushed between platform and carriage.
18	Port	—	1	—	—	—	—	—	—	—	—	Finger jammed in carriage door.
19	Adelaide	—	—	—	1	—	—	—	—	—	—	Left train in motion.
21	Adelaide	—	—	—	—	—	—	—	1	—	—	Face and hands scorched while "gassing" carriage.
22	Port	—	—	—	1	—	—	—	—	—	—	Hand caught in carriage door.
22	Glenelg	—	—	—	—	—	—	—	1	—	—	Finger crushed when taking spanner from between spokes of engine.
22	Cookburn	—	—	—	1	—	—	—	—	—	—	Fell off train.
May 1	Adelaide	—	—	—	—	—	1	—	—	—	—	Cheeseknob broke and fell on foot.
1	Gt. Northern	—	—	—	—	—	1	—	—	—	—	Legs scalded by steam from blow-off cock.
7	Cookburn	—	—	—	—	—	1	—	—	—	—	Cinder in eye.
22	Pirie	—	—	—	—	—	—	—	—	—	1	Finger crushed between buffers.
Carried forward ..		—	7	4	25	—	44	3	25	6	22	

APPENDIX 16—continued.

RETURN of the NUMBER and NATURE of the ACCIDENTS to LIFE and LIMB which OCCURRED in TRAIN WORKING during the YEAR ended JUNE 30th, 1908—continued.

Date of Accident.	Line.	Passengers.				Servants of the Department.				Miscellaneous.		Cause of Accident.
		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
brought forward ..		—	7	4	25	—	44	3	25	6	22	
1908.												
May 25	Cockburn	—	—	—	—	—	1	—	—	—	—	Finger crushed between buffers.
28	Southern	—	—	—	—	—	—	—	1	—	—	Engine hook fell on foot.
29	Adelaide	—	—	—	—	—	1	—	—	—	—	Truck door fell on foot.
June 4	Midland	—	—	—	1	—	—	—	—	—	—	Attempted to join train in motion.
6	Adelaide	—	—	—	—	—	—	1	—	—	—	Run over by train.
10	Midland	—	1	—	—	—	—	—	—	—	—	Left train in motion.
12	"	—	—	—	—	—	1	—	—	—	—	Slipped when taking off engine spring.
19	Adelaide	—	—	—	—	—	—	—	1	—	—	Fell off buffers.
22	Port	—	—	—	1	—	—	—	—	—	—	Left train in motion.
24	Pirie	—	—	1	—	—	—	—	—	—	—	Fell or jumped from train in motion.
30	Port	—	—	—	—	—	1	—	—	—	—	Overhead stay of Darling's mill fell on his head.
	Totals	—	8	5	27	—	48	4	27	6	22	

Adelaide, August 31st, 1908.

ALFRED N. DAY, Secretary.

Appendix 17.
ROLLING-STOCK, 5ft. 3in. GAUGE.

Description.	Stock on July 1st, 1907.	Additions during 1907-8.	Withdrawals during 1907-8.	Stock on June 30th, 1908.
ENGINE STOCK.				
Tender Engines (Engines only)—				
Class C—English	1	—	—	1
“ D “	4	—	—	4
“ H “	7	—	—	7
“ J “	2	—	—	2
“ L “	4	—	—	4
“ N—American	2	—	—	2
“ Q—English	15	—	—	15
“ Q—Colonial	7	—	—	7
“ R—English	6	—	—	6
“ R—Colonial	24	—	—	24
“ S “	18	—	—	18
Total	90	—	—	90
Tenders—				
Class H	9	—	—	9
“ D	7	—	—	7
“ J	2	—	—	2
“ L, Q, R, S	77	—	—	77
“ O	2	—	—	2
“ N	2	—	—	2
Total	99	—	—	99
Tank Engines—				
Class A—English	2	—	—	2
“ E “	2	—	—	2
“ F—Colonial	3	—	—	3
“ G—English	7	—	—	7
“ G A “	1	—	—	1
“ G B “	1	—	—	1
“ G D “	2	—	—	2
“ G E “	2	—	—	2
“ K “	18	—	—	18
“ M “	5	—	—	5
“ P “	6	—	—	6
“ P—Colonial	14	—	—	14
Crane engines	2	—	—	2
Goods motors	2	—	—	2
Total	67	—	—	67
Total Engines	157	—	—	157
Total Tenders	99	—	—	99
Passenger motors (two with cars)	3	—	—	3
COACHING STOCK.				
Vice-regal saloon bogie carriage	1	—	—	1
Long saloon bogie carriage	1	—	—	1
Boudoir lavatory bogie carriages	—	2 a	—	2
First class carriages—				
Short, saloon, with lavatory	1	—	—	1
Saloon, bogie, with lavatory	1	—	—	1
Ordinary, bogie	19	—	—	19
End loading, bogie	6	—	—	6
Lavatory, bogie	6	3 a	—	9
Composite carriages—				
End loading, bogie	10	—	—	10
Ordinary, bogie	35	2 b	—	37
“ short	4	—	—	4
Lavatory, bogie	18	—	—	18
Second class carriages—				
Bogie, with post office compartment	3	—	—	3
Lavatory, bogie	19	3 a	—	22
End loading, bogie	16	—	—	16
Ordinary “	45	—	—	45
“ short	24	—	1 d	23
Ambulance carriages, lavatory	2	—	—	2
Mortuary car	1	—	—	1
Passenger brake and luggage vans—				
Bogie, ordinary	4	3 a	4 c	3
“ with guard's compartment at end	—	2 c	—	2
“ with guard's compartment in centre	7	2 c	—	9
Short	14	—	—	14
“ with post office compartment	3	—	—	3
Composite	2	—	—	2
Composite bogie mail vans, with second class compartments	3	—	—	3
Post office vans	—	2 a	—	2
Total	245	19	5	259

APPENDIX 17—continued.
ROLLING-STOCK, 5ft. 3in. GAUGE—continued.

Description.	Stock on July 1st, 1907.	Additions during 1907-8.	Withdrawals during 1907-8.	Stock on June 30th, 1908.
INTER-STATE JOINT STOCK.				
Vestibule lavatory bogie sleeping carriages	—	4 c	—	4
Boudoir lavatory bogie carriages	6	—	4 a	2
First class lavatory bogie vestibule carriages	4	6 c	4 a	6
Second class lavatory bogie vestibule carriages	2	6 b	2 a	6
First class lavatory bogie carriages	3	—	3 a	—
Second class lavatory bogie carriages	3	—	3 a	—
Passenger bogie brake vans (with fish compartments)	6	4 c b	6 a	4
Post office bogie mail vans	3	—	3 a	—
Mail baggage bogie van	—	1 c	—	1
Bogie sorting vans	—	2 c	—	2
Total	27	23	25	25
GOODS AND LIVE STOCK.				
Goods brake vans—				
Ordinary	47	—	—	47
Bogie, composite	9	—	—	9
Brake wagon	1	—	—	1
Bogie	2	—	—	2
Covered wagons—				
E—Goods	40	—	1 c	39
E—Goods (to carry cheese)	—	2 c	—	2
Dairy produce	3	—	1 c	2
K—Refrigerator vans	4	—	—	4
A—Steel louvred vans	15	10 b	—	25
EA—Louvred vans	12	—	—	12
N—Frozen meat vans	10	—	—	10
Open wagons—				
F—Coke, 48in. sides	6	—	—	6
G—Goods, 27in. and 30in. sides	582	1 c	—	583
G—Steel, 36in. sides	45	—	—	45
H—Goods, 17in. sides	346	—	1 d	345
HP—Goods, 22in. and 24in. sides	106	—	—	106
J—Goods, coal, 18in. sides	471	—	—	471
S—Stone, 18in. sides	154	—	—	154
Pr—Goods bogie, 32ft. long, to carry 21 tons, 30in. sides ..	1	—	—	1
W—“ “ “ 30 tons, 48in. sides ..	1	—	—	1
X—Steel, 18ft. long, to carry 16 tons, 54in. sides	35	31 b	—	66
No class (old Glenelg stock)	2	—	—	2
L—Hopper coal wagons	20	—	—	20
Flat wagons—				
M—Long, ordinary	6	—	—	6
P—“ Cleminson	1	—	—	1
T—Short, ordinary	15	—	—	15
O—Small (old tram stock altered)	24	—	—	24
P—Bolster wagons	42	—	—	42
Explosives vehicles	3	—	—	3
Horse boxes	18	—	—	18
Cattle vans—				
Q—Ordinary	63	—	—	63
R—Bogie	26	—	—	26
V—“	1	—	—	1
Sheep vans—				
Ba—Ordinary	41	—	—	41
B—Medium	24	—	—	24
C—Long	54	—	—	54
U—Bogie	24	—	—	24
D—Sheep wagon	1	—	1 c	—
Portable sheep ramps	2	—	—	2
Total	2,257	44	4	2,297
DEPARTMENTAL STOCK.				
Accident van	1	—	—	1
Bogie truck to carry travelling gas storeholder	1	—	—	1
Dummy for crane	1	—	—	1
Bogie truck to carry narrow-gauge stock	1	—	—	1
Connecting wagon (old tram stock altered)	1	—	—	1
Engine and carriage bogie truck	1	—	—	1
Travelling water tanks, permanent	42	—	—	42
“ “ temporary	16	—	—	16
Five-ton travelling cranes	2	—	—	2
Ten-ton travelling crane	1	—	—	1
Maintenance branch vehicles—				
Travelling water tanks	3	—	—	3
Sleeping vans	6	—	—	6
Weighbridge van	1	—	—	1
Painters' van	1	—	—	1
Tool vans	2	—	—	2
Weeder	1	—	—	1
Ballast plough	1	—	—	1
“ wagons	20	—	—	20
Flat truck	1	—	—	1
Total	103	—	—	103

a Transferred. b Built at Islington Workshops. c Description altered. d Condemned. e Built at Newport Workshops, Victoria.

ALFRED LANGMAN,
Loco. Accountant.
H—No. 47.

July 9th, 1908.

B. F. RUSHTON,
Chief Mechanical Engineer.

APPENDIX

Appendix 18.

ROLLING-STOCK, 3ft. 6in. GAUGE.

Description.	Stock on July 1st, 1907.					Additions during 1907-8.					Withdrawals during 1907-8.					Stock on June 30th, 1908.					
	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.	
ENGINE STOCK.																					
Tender engines (with tenders)—																					
Class U—English																					
“ W “	2	16	—	—	2	1 ^f	—	—	—	—	1	—	—	—	—	1	—	—	—	—	3
“ Y “	5	5	—	5	26	—	—	3 ^{ef}	—	3	1 ^a	—	—	—	—	—	—	—	—	—	5
“ Y “	60	—	—	—	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	60
“ Y—Colonial	72	—	—	—	72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	72
“ T “	6	—	—	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
“ Z “	8	—	—	—	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
Total	143	16	—	5	164	1	—	3	—	4	1	—	—	—	—	1	16	3	5	—	167
Tank engines—																					
Class K—English																					
“ V “	1	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
“ V “	3	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
“ V—Colonial	3	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Baldwin—American	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
Total	7	—	—	1	8	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	8
Total Engines	150	16	—	6	172	1	—	3	—	4	1	—	—	—	—	1	16	3	6	—	175
“ Tenders	155	17	—	5	177	1 ^f	—	3 ^{ef}	—	4	1 ^a	—	—	—	—	1	15	3	5	—	180
Steam motor coaches	1	1	—	—	2	—	—	—	—	—	—	—	—	—	—	1	1	—	—	—	2
COACHING STOCK.																					
First class bogie carriages—																					
Sleeping	4	—	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
Lavatory	1	—	—	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	2
Composite carriages—																					
Bogie	9	6	—	—	15	—	—	—	—	—	1 ^a	—	—	—	—	—	6	—	—	—	14
“ standard, lavatory and w.c. in both classes	24	7	—	—	31	—	—	—	—	—	—	—	—	—	—	24	7	—	—	—	31
“ lavatory in second class only	20	—	—	2	22	—	—	—	—	—	—	—	—	—	—	20	—	—	2	—	22
“ “ non-standard, lavatory and w.c. in both classes	11	—	—	—	11	—	—	—	—	—	—	—	—	—	—	11	—	—	—	—	11
Second class carriages—																					
Short—Ordinary	1	3	—	—	4	—	—	—	—	—	—	—	—	—	—	1	3	—	—	—	4

APPENDIX 18—continued.

ROLLING-STOCK, 3ft. 6in. GAUGE—continued.

Description.	Stock on July 1st, 1907.					Additions during 1907-8.					Withdrawals during 1907-8.					Stock on June 30th, 1908.				
	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.	Northern.	South-Eastern.	Port Lincoln.	Palmerston.	Total.
DEPARTMENTAL STOCK.																				
Pay coach	1				1											1				1
Employees' sleeping vans	3				3											3				3
Accident vans	3				3											3				3
Travelling water tanks—																				
Ordinary		10			64	52					52	10				52				64
Bogie		1			4	16					16	1				4				4
Temporary					18	1					1					1				18
Steam wrecking crane					1	1					1					1				1
One-ton travelling crane					1	1					1					1				1
Two-ton "					1	1					1					1				1
Five-ton "					3	3					3					3				3
Ten-ton "					1	1					1					1				1
Maintenance branch vehicles—																				
Travelling water tanks, ordinary	13			1	14	13					13					13			1	14
Sleeping vans	2				2	2					2					2				2
Fitter's van	1				1	1					1					1				1
Carpenter's van	1				1	1					1					1				1
Tool vans	4				4	4					4					4				4
Weeders	2				2	2					2					2				2
Total	107	11		6	124	107	11		6		107	11				107			6	124

APPENDIX

a Transferred.

b Built at Islington Workshops.

c Description altered.

f Repurchased.

g Six sold.

ALFRED. LANGMAN,
Loco. Accountant.

July 9th, 1908.

B. F. RUSHTON,
Chief Mechanical Engineer.

Appendix 19.

TEAM STOCK.

No. 47.

Description.	Stock on July 1st, 1907.					Additions during 1907-8.					Withdrawals during 1907-8.					Stock on June 30th, 1908.					
	5ft. 5in. Gauge.					5ft. 3in. Gauge.					5ft. 3in. Gauge.					5ft. 3in. Gauge.					
	Kadina, Wallaroo, and Moonta.	Gawler (Street Line).	Victor Harbor.	Port Broughton and Barunga.	Total.	Kadina, Wallaroo, and Moonta.	Gawler (Street Line).	Victor Harbor.	Port Broughton and Barunga.	Total.	Kadina, Wallaroo, and Moonta.	Gawler (Street Line).	Victor Harbor.	Port Broughton and Barunga.	Total.	Kadina, Wallaroo, and Moonta.	Gawler (Street Line).	Victor Harbor.	Port Broughton and Barunga.	Total.	
COACHING STOCK.																					
English cars	1	—	1	—	2	—	—	—	—	—	—	—	—	—	—	—	1	—	1	—	2
American cars	7	2	—	1	10	—	—	—	—	—	—	—	—	—	—	—	7	2	—	1	10
Old design cars	—	—	—	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Total	8	2	1	2	13	—	—	—	—	—	—	—	—	—	—	—	8	2	1	2	13
GOODS AND LIVE STOCK.																					
Open wagons—	28	—	—	—	28	—	—	—	—	—	—	—	—	—	—	—	28	—	—	—	28
Box 18" to 30" sides.....\	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tip 18" sides.....	1	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	1
Flat trucks—	—	—	—	46	46	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46	46
Ordinary	—	—	—	6	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6
Screw brakes.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	29	—	—	52	81	—	—	—	—	—	—	—	—	—	—	—	29	—	—	52	81

ALFRED LANGMAN,
Loco. Accountant.

B. F. RUSHTON,
Chief Mechanical Engineer.

July 9th, 1908.

Appendix 20.

NEW ROLLING-STOCK ISSUED TO TRAFFIC during YEAR ended JUNE 30th, 1908.

Number Built.	Description.	Built by.	Numbers.	System to which Issued.	Debit.	Month of Issue.
INTER-STATE JOINT STOCK.						
4	Vestibule lavatory bogie sleeping carriages	Victorian Loco. Department	Designated—"Melbourne," "Adelaide," "Ballarat," and "Wolsely"	Southern	Provided by Victorian Government	Oct., 1907
6	First class vestibule bogie lavatory carriages, AVE	"	5, 6, 7, 8, 9, 10	"	"	"
2	Passenger bogie brake vans, DVE	"	1, 2	"	"	"
1	Mail baggage bogie van, EEB	"	1	"	"	"
1	Bogie sorting van, EES	"	1	"	"	"
1	"	"	2	"	"	Mar., 1908
5	Second class vestibule bogie lavatory carriages, BVE	S.A. Loco. Department	5, 6, 7, 8, 9	"	Railway accommodation	Oct., 1907
1	"	"	10	"	"	Nov., 1907
*2	Bogie passenger brake vans, DVE	"	5, 6	"	"	Dec., 1907
2	"	"	3, 4	"	"	Mar., 1908
5' 3" Gauge.						
2	Composite bogie carriages	S.A. Loco. Department	8, 16	Midland and Southern	Railway accommodation.	June, 1908
9	Open steel wagons, Class X..	"	44, 48, 56, 86, 88, 90, 99, 148, 173	"	"	July, 1907
4	"	"	176, 177, 191, 348	"	"	Aug., 1907
4	Steel louvered vans, Class A..	"	2417, 2418, 2419, 2420	"	"	Nov., 1907
2	"	"	2421, 2422	"	"	Jan., 1908
4	"	"	2423, 2424, 2425, 2426	"	"	Feb., 1908
7	Open steel wagons, Class X..	"	67, 74, 84, 106, 108, 109, 111	"	"	Mar., 1908
11	"	"	115, 117, 142, 189, 193, 194, 209, 244, 248, 250, 259	"	"	April, 1908
3' 6" Gauge.						
2	Second class lavatory bogie carriages	S.A. Loco. Department	159, 160	Port Lincoln	Port Lincoln Railway	Nov., 1907
2	Steel louvered vans, Class V..	"	3394, 3395	Northern	Railway accommodation	Sept., 1907
2	"	"	3396, 3397	"	"	Nov., 1907
2	"	"	3398, 3399	"	"	Dec., 1907
1	"	"	3400	"	"	Jan., 1908
1	"	"	3401	"	"	Feb., 1908
1	"	"	3402	"	"	Mar., 1908
3	Composite bogie brake and sleeping vans	"	1050, 1090, 1142	"	"	June, 1908

* Taken over by the Victorian Railway Department for Melbourne and Sydney traffic, and replaced by Nos. 1 and 2, built at Newport Workshops, Victoria.

ALFD. LANGMAN,
Loco. Accountant.

July 9th, 1908.

B. F. RUSHTON,
Chief Mechanical Engineer.

Appendix 21.

CONSUMPTION of FUEL and LUBRICANTS by 5' 3" GAUGE LOCOMOTIVES during YEAR ended JUNE 30th, 1908.

Lines.	Average Load, including Engine and Tender, in Tons.	Consumption of—						Relative Cost of Consumption per 100 Tons per Mile in Pence, including Engine and Tender.		Relative Cost of Consumption per Train Mile in Pence.	
		Fuel in Lbs.				Lubricants per 100 Miles.		At Last Year's Rates.	At Rates Paid during Current Year.		
		Per Mile.				Oil in Pints.	Grease in Lbs.				
		Coal.	Coke.	Wood.	Total.						Per 100 Tons per Mile.
Adelaide, Terowie, and Morgan, and Port Adelaide and Dry Creek, mixed and goods	264	32.67	—	1.43	34.10	12.92	5.87	0.81	0.96	0.96	3.36
North line, passenger	207	38.96	—	1.15	40.11	19.38	5.42	0.27	1.41	1.41	3.38
Port, Semaphore, and Dry Creek, passenger	181	41.05	—	2.33	43.38	23.97	6.62	2.32	1.77	1.78	3.54
Glenelg, passenger	168	34.10	—	1.92	36.02	21.44	6.54	2.33	1.62	1.65	3.43
Largs Bay and Outer Harbor, passenger	89	41.06	—	3.49	44.55	50.06	10.04	4.41	3.87	3.90	4.45
Woodville and Henley Beach, passenger	57	26.79	—	2.17	28.96	50.81	7.03	2.55	3.96	3.98	2.59
Strathalbyn and Victor Harbor, mixed	156	32.72	—	2.19	34.91	22.38	6.72	2.85	1.72	1.72	3.12
Adelaide, Strathalbyn, Serviceton, and Pinnaroo, passenger, mixed, and goods	219	43.20	—	1.43	44.63	20.38	7.87	0.17	1.51	1.51	4.06
Strathalbyn and Milang, mixed	108	26.47	—	4.31	30.78	28.50	10.85	2.55	2.28	2.30	3.60
Adelaide and Mitcham, passenger	106	36.74	—	4.98	41.72	39.36	7.91	3.61	2.94	2.95	3.56
Average total (all lines)	217	37.88	—	1.62	39.50	18.20	6.76	0.94	1.35	1.36	3.65

ALFD. LANGMAN,
Loco. Accountant.

August 5th, 1908.

B. F. RUSHTON,
Chief Mechanical Engineer.

Appendix 22.

CONSUMPTION of FUEL and LUBRICANTS by 3' 6" GAUGE LOCOMOTIVES during YEAR ended JUNE 30th, 1908.

Lines.	Average Load, including Engine and Tender, in Tons.	Consumption of—							Relative Cost of Consumption per 100 Tons per Mile in Pence, including Engine and Tender.		Relative Cost of Consumption per Train Mile in Pence.
		Fuel in Lbs.					Lubricants per 100 Miles.		At Last Year's Rates.	At Rates Paid during Current Year.	
		Per Mile.				Per 100 Tons per Mile.	Oil in Pints.	Grease in Lbs.			
		Coal.	Coke.	Wood.	Total.						
Northern.....	255	30·85	—	1·37	32·22	12·64	4·39	1·31	0·90	0·90	2·84
South-Eastern	170	20·41	—	1·18	21·59	12·70	3·95	0·07	0·91	0·91	2·01
Average total (all lines)	250	30·09	—	1·35	31·44	12·58	4·36	1·22	0·90	0·90	2·79

ALFD. LANGMAN,
Loco. Accountant.

August 10th, 1908.

B. F. RUSHTON,
Chief Mechanical Engineer.

Appendix 23.

LOCOMOTIVE AND TRAM MILEAGE (ALL LINES) for YEARS ENDED JUNE 30th, 1907 and 1908.

System.	Year ended June 30th, 1908.			Year ended June 30th, 1907.		
	Train.	Light, Shunting, and Ballasting.	Total.	Train.	Light, Shunting, and Ballasting.	Total.
Midland	1,338,870	766,139	2,105,009	1,187,598	659,263	1,846,861
Southern	960,208	337,053	1,297,261	820,696	270,500	1,091,196
Total 5' 3" gauge	2,299,078	1,103,192	3,402,270	2,008,294	929,763	2,938,057
Northern.....	2,629,135	826,684	3,355,819	2,167,392	666,613	2,834,005
South-Eastern	174,426	72,250	246,676	158,557	68,258	226,815
Port Lincoln	7,482	3,677	11,159	—	—	—
Total 3' 6" gauge (exclusive of Palmerston) ..	2,711,043	902,611	3,613,654	2,325,949	734,871	3,060,820
Total all Lines (exclusive of Palmerston)	*5,010,121	2,006,803	*7,016,924	†4,334,243	1,664,634	†5,998,877
Palmerston	31,007	8,599	39,606	30,901	8,887	39,788

* Including 47,838 tram miles. † Including 46,474 tram miles.

ALFD. LANGMAN,
Loco. Accountant.

July 30th, 1908.

B. F. RUSHTON,
Chief Mechanical Engineer.

Appendix 24.

STATEMENT of COST per MILE WORKED for YEARS ended JUNE 30th, 1907 and 1908.

Gauge.	Year.	Train Mileage.	Engine Mileage.	Average Miles of Line Open.	Total Expenditure.	Running Expenses.	Repairs and Renewals of Loco- motives.	Carriages and Wagons— Repairs and Renewals.	Greasing and Oiling.	Total.	
						Per Train Mile.	Per Train Mile.	Per Train Mile.	Per Train Mile.	Per Train Mile.	Per Eng. Mile.
						Wages and Material.	Wages and Material.	Wages and Material.	Wages and Material.	Wages and Material.	Wages and Material.
					£ s. d.	d.	d.	d.	d.	d.	d.
Total 5' 3" gauge	1908	2,239,078	2,394,432	591½	245,814 10 1	12-27	6-12	7-09	0-17	25-08	17-2
	1907	2,008,294	2,029,665	502½	225,531 6 8	12-69	7-97	6-14	0-15	26-95	18-45
Total 3' 6" gauge (exclusive of Palmerston)	1908	2,711,043	2,572,094	1,269	196,125 12 6	10-07	3-48	3-57	0-24	17-36	12-17
	1907	2,325,949	2,022,738	1,243	179,132 15 11	10-26	5-10	2-83	0-25	18-44	14-22
Total, all systems (exclusive of Palmerston)	1908	5,010,121	6,968,096	1,860½	441,940 2 7	11-06	4-09	5-19	0-21	21-17	15-22
	1907	4,334,243	5,952,403	1,745½	404,664 2 7	11-39	6-43	4-37	0-22	22-41	16-31
Palmerston, 3' 6" gauge	1908	31,007	39,606	145½	3,682 10 8	12-42	3-40	11-28	0-39	29-50	22-21
	1907	30,901	39,788	145½	3,119 19 4	14-09	3-21	6-64	0-29	24-23	18-31

Including £12,940 10s. 5d. spent on new locomotive boilers, and £50,252 2s. 1d., recoup to Capital Account for the prime cost of condemned rolling-stock, &c., viz. —£4,164 2s. 11d. for 5 carriages; £103 for 2 wood-working machines; £140 for 1 pumping engine; £29,072 3s. 7d. and £16,770 15s. 7d. for accumulated deficiencies in the coaching and goods, and live stock, respectively.

A. F. D. LANGMAN,
Loco. Accountant.

August 25th, 1908.

B. F. RUSHTON,
Chief Mechanical Engineer.

BALANCE-SHEET, JUNE 30TH, 1908.

SOUTH AUSTRALIAN RAILWAYS (PALMERSTON LINE), in ACCOUNT with HIS MAJESTY'S GOVERNMENT.

CR.

I—No. 47.

	£	s.	d.
Loan Capital—Amount of Bonds and Bills issued	1,195,340	0	0
Capital contributed from Revenue.....	10	0	0
Working Cost, &c., contributed from Revenue	987,565	11	6
Public Stores	204	5	5
Expenditure Accounts in Suspense	28	2	9
Deposits—Salaries unclaimed.....	1	4	6

	£	s.	d.
By Railway Construction	1,180,173	11	9

	Loans.		Votes.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Way, Works, and Buildings.....	994,810	3 4	—	—	994,810	3 4
Rolling-stock	29,790	16 4	—	—	29,790	16 4
Machinery and Plant.....	12,034	17 8	10 0	0	12,044	17 8
Interest	136,697	1 4	—	—	136,697	1 4
Discounts and Floating Charges ..	6,930	13 1	—	—	6,930	13 1
	1,180,163	11 9	10 0	0	1,180,173	11 9

H. M. Treasury—Loan moneys unexpended	15,176 8 3
---	------------

By Stations—Traffic Outtakings and Balances	190 9 7
---	---------

Government Resident—Receipts to be Transmitted to H.M. Treasury	1,493 0 0
---	-----------

H. M. Treasury—Salaries unclaimed.....	1 4 5
--	-------

Profit and Loss	986.104 10 1
-----------------------	--------------

62,188,139 4 1

£2,183.139 4 1

Adelaide, August 25th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 26.

MILEAGE OPEN for TRAFFIC to JUNE 30th, 1908.—PALMERSTON LINE.

From.	To.	Date of Opening.	* Main Line Mileage.
Palmerston	Pine Creek	October 1st, 1889	Miles Chs. 145 34

* Main through line is calculated from centre to centre of stations.

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 27.

PUBLIC DEBT for RAILWAYS to JUNE 30th, 1908.—PALMERSTON LINE.

Act No.	Undertaking.	Authorised to be Raised.	Bonds, Stock, and Treasury Bills Sold—Amount.	Redeemed to June 30th, 1908, from Consolidated Stock Fund.	In Circulation on June 30th, 1908.	Interest.	
						Rate per Cent.	Paid and Accrued to June 30th, 1908.
		£	£	£	£	£ s. d.	£ s. d.
297 of 1884	Railway from Palmerston to Pine Creek	959,300	1,016,300	—	1,016,300	4 0 0	985,811 0 0
449 of 1888	Port Darwin Jetty	57,000					
449 of 1888	Railway from Palmerston to Pine Creek, To complete ..	136,500	136,500	—	136,500	3 10 0	93,161 5 0
549 of 1892	Do. Do. Do.	10,070	5,101	—	5,101	3 10 0	2,393 16 3
553 of 1892	Do. Do. Do.	—	4,969	4,969	—	4 11 3	1,338 18 1
648 of 1896	Consolidated Stock	—	5,466	—	5,466	3 0 0	1,503 4 4
753 of 1900	Consolidated Stock—Port Darwin Jetty	32,394	32,470	—	32,470	3 0 0	7,213 19 6
753 of 1900	Consolidated Stock—Palmerston to Pine Creek Railway	1,080					
	Totals	£1,196,344	1,200,806	4,969	1,195,837	—	1,091,422 3 2

The interest charged to the year's accounts was £46,746 2s. 3d.

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 28.

LOANS PROVISION and EXPENDITURE to JUNE 30th, 1908.—PALMERSTON LINE.

By Act.		Bonds, Stock, and Treasury Bills Issued, excluding those for Redemption Purposes.	Provision Credited to Railways from Amounts Realised.	Total Expenditure to June 30th, 1908.		Retained.
No.	Year.			Interest paid out of Loan Provision.	Construction.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
297	1884	1,016,300 0 0	1,013,473 11 5	136,597 1 4	876,876 10 1	—
449	1888	136,500 0 0	134,030 15 6	—	134,030 15 6	—
549	1892	5,101 0 0	4,938 1 8	—	9,905 0 0	—
553	1892	4,969 0 0	4,966 18 4	—	15,823 11 9	15,176 8 3
753	1900	32,470 0 0	31,000 0 0	—	—	—
	Totals	£1,195,340 0 0	£1,188,409 6 11	136,597 1 4	1,036,635 17 4	15,176 8 3
					£1,188,409 6 11	

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 29.

STATEMENT of the COST of CONSTRUCTION and EQUIPMENT, PALMERSTON LINE, on JUNE 30th, 1908.

Line.	Gauge.	Miles of Line Open on June 30th, 1908.	Expenditure.		
			By Loans.	From General Revenue.	Per Mile Open.
	Ft. In.	Mls. Chs.	£ s. d.	£	£
Palmerston and Pine Creek, including jetty at Palmerston	3 6	145 34	1,173,232 18 8	—	—
Additional requirements on the above	—	—	—	10	
Discounts and floating charges (amount short raised)	—	—	6,930 13 1	—	—
Totals	—	145 34	1,180,163 11 9	10	8,116

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

APPENDIX

Appendix 30.

STATEMENT of WORKING EXPENDITURE and REVENUE, PALMERSTON LINE, for YEAR ended JUNE 30th, 1908, COMPARED with the CORRESPONDING PERIOD in 1907.

Expenditure.	See Abstract.	Year ended June 30th.		Revenue.	See Appendix.	Year ended June 30th.	
		1908.	1907.			1908.	1907.
		£ s. d.	£			£ s. d.	£
To Maintenance of way, works, and buildings.....	A	7,577 14 0	7,344	By Passengers—			
Locomotive power	B	2,175 3 0	2,227	First class	—	474 6 4	464
Carriages and wagons.....	C	1,507 7 8	893	Second class	—	1,168 12 1	1,430
Traffic expenses	D	2,455 12 0	2,460	First class season	—	56 4 6	41
Compensation	E	15 4 9	4	Second class season	—	—	—
General charges	F	328 16 9	352			1,699 2 11	1,935
Total	—	14,059 18 2	13,280	Parcels, horses, carriages, &c.	—	1,160 9 1	746
Balance Net Revenue (after paying working expenses)...	—	402 2 1	738	Mails	—	803 0 0	495
				Total Coaching.....	32	3,662 12 0	3,176
				Merchandise	—	7,539 9 3	7,497
				Livestock	—	142 8 4	85
				Minerals	—	781 12 11	830
				Total Goods	32	8,463 10 6	8,412
				Rents	32	686 7 2	695
				Miscellaneous	32	1,649 19 7	1,735
Totals	£	14,462 0 3	14,018	Totals	£	14,462 0 3	14,018

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 31.

ABSTRACT of WORKING EXPENDITURE, PALMERSTON LINE, for the YEAR ended JUNE 30th, 1908, as COMPARED with the CORRESPONDING PERIOD in 1907.

Account.	Year ended June 30th.		Account.	Year ended June 30th.	
	1908.	1907.		1908.	1907.
	£	£		£	£
(A) MAINTENANCE OF WAY, WORKS, AND BUILDINGS.			(C) CARRIAGES AND WAGONS—REPAIRS AND RENEWALS.		
Salaries, office expenses, and general superintendence	828	1,346	Salaries, office expenses, and general superintendence	240	188
Maintenance and renewals of permanent way—			Coaching stock—Wages	450	339
Wages	4,566	4,503	Materials	99	81
Materials	461	282	Goods stock—Wages	352	239
Repairs and renewals of bridges, approach roads, jetties, signals, reservoirs, coal stages, and other works	450	552	Materials	324	14
Repairs and renewals of station and other buildings	1,273	661	Greasing and oiling—Wages	21	18
Average miles opened and maintained } 1908. 1907. 145½ .. 145½			Materials	21	14
Totals	7,578	7,344	Totals	1,507	893
(B) LOCOMOTIVE POWER.			(D) TRAFFIC EXPENSES.		
Salaries, office expenses, and general superintendence	429	422	General Traffic Manager, Superintendent, and office staff	299	547
Running expenses—			Stationmasters and station clerks	538	476
Wages, &c., connected with the working of locomotives	918	948	Guards, porters, and laborers	1,271	1,109
Coal, coke, and wood	402	469	Stores	34	115
Oil, tallow, and other stores	72	62	Advertising, printing, and stationery	70	34
Repairs and renewals of locomotives—			Clothing	10	8
Wages	324	285	Sundry other charges	234	171
Materials	30	41	Totals	2,456	2,460
Totals	2,175	2,227	(E) COMPENSATION.		
			Employees, under Workmen's Compensation Act	—	—
			Goods and other property	15	4
			Totals	15	4
			(F) GENERAL CHARGES.		
			Commissioner, secretary, and office staff ..	18	20
			Comptroller's and Traffic Audit branches ..	308	328
			Sundry other charges	3	4
			Totals	329	352
			Grand totals	£14,060	£13,280

Adelaide, August 25th, 1908.

J. PICKERING, Comptroller of Accounts.

No 47.

APPENDIX

Appendix 32.

COMPARATIVE ANALYSIS of REVENUE and WORKING EXPENSES, PALMERSTON LINE, for the YEARS ended JUNE 30th, 1908 and 1907.

Items.	Year ended June 30th, 1908.					Year ended June 30th, 1907.				
Average miles open	145 miles 34 chains					145 miles 34 chains				
Train mileage	Passenger, 10,609; merchandise, 20,398. Total, 31,007,					Passenger, 10,719; merchandise, 20,182. Total, 30,901.				
	Numbers.	Passenger journeys.	£	Per mile open.	Per train mile.	Numbers.	Passenger journeys.	£	Per mile open.	Per train mile.
REVENUE.				£	d.				£	d.
Ordinary tickets—First class	—	367	474	—	—	—	484	464	—	—
Do. Second class	—	1,579	1,169	—	—	—	2,045	1,430	—	—
Season tickets—First class	5	938	66	—	—	4	676	41	—	—
Do. Second class	—	—	—	—	—	—	—	—	—	—
Miles travelled by passengers	292,486	—	—	—	—	282,896	—	—	—	—
Average mileage per passenger	101.49	—	—	—	—	88.27	—	—	—	—
Average receipts per passenger per mile..	1.39d.	—	—	—	—	1.64d.	—	—	—	—
Excess fares	—	—	813	—	—	—	—	325	—	—
Parcels and cloak room charges	—	—	117	—	—	—	—	159	—	—
Mails	—	—	803	—	—	—	—	495	—	—
Departmental subsidies	—	—	145	—	—	—	—	145	—	—
Sundry earnings	—	—	86	—	—	—	—	117	—	—
Total Coaching	—	2,882	3,663	25	82.87	—	3,205	3,176	22	71.11
		Ton-					Ton-			
		nage.					nage.			
Minerals	—	1,503	782	—	—	—	1,444	830	—	—
Grain	—	—	—	—	—	—	—	—	—	—
Wool	—	—	—	—	—	—	—	—	—	—
Goods other than above	—	1,981	7,539	—	—	—	1,783	7,497	—	—
Livestock—Cattle, calves, and horses	79	29	142	—	—	49	16	85	—	—
Do. Sheep and goats	288					21				
Do. Other	65					121				
Ton mileage—Goods and livestock freight paying	387,427	—	—	—	—	388,376	—	—	—	—
Average mileage per ton	110.28	—	—	—	—	119.76	—	—	—	—
Average receipts per ton per mile	5.24d.	—	—	—	—	5.20d.	—	—	—	—
Total Merchandise, exclusive of "on service" traffic	—	3,513	8,463	58	99.57	—	3,243	8,412	58	100.03
Advertisements	—	—	—	—	—	—	—	—	—	—
Rents	—	—	686	—	—	—	—	695	—	—
Sales of water	—	—	281	—	—	—	—	236	—	—
Wharfage	—	—	1,369	—	—	—	—	1,499	—	—
Total Miscellaneous	—	—	2,336	16	18.08	—	—	2,430	17	18.87
Total Revenue	—	—	14,462	99	111.94	—	—	14,018	96	108.87
	£	Per mile open.	Per train mile.	Per Cent. to Revenue.		£	Per mile open.	Per train mile.	Per Cent. to Revenue.	
WORKING EXPENSES.		£	d.				£	d.		
Maintenance of way, works, and buildings	7,578	52	58.66	52.40		7,344	51	57.04	52.39	
Locomotive power	2,175	15	16.83	15.04		2,227	15	17.30	15.88	
Carriage and wagon repairs	1,507	11	11.66	10.42		893	6	6.93	6.37	
Traffic expenses	2,456	17	19.01	16.98		2,460	17	19.11	17.55	
Compensation	15	—	.12	.10		4	—	.03	.03	
General charges	329	2	2.55	2.28		352	2	2.73	2.51	
Total Working Expenses	14,060	97	108.83	97.22		13,280	91	103.14	94.73	
Net Revenue	£402					£738				
Cost of construction and additional requirements on miles open for traffic	£1,180,174					£1,180,395				
Per cent. of net revenue on cost of construction and additional requirements ..	.03					.06				

Adelaide, August 24th, 1908.

J. PICKERING, Comptroller of Accounts.

STATEMENT of MERCHANDISE TONNAGE and LIVESTOCK FORWARDED, by EACH STATION during the YEAR ended JUNE 30th, 1908, PALMERSTON LINE.

SOUTH AUSTRALIAN RAILWAYS.

Stations—	Adelaide River.	Boonleela.	Brook's Creek.	Burrundie.	Fountain Head.	Goodilla.	Grove Hill.	Howley.	McMin's Lagoon.	Palmerston.	Pine Creek.	Rum Jungle.	Southport Road.	Union Reeds.	Total.
Merchandise—															
{ Artificial manures															
{ Coal															2
{ Firewood															90
{ Ore, slimes, and tailings		31	230	146		10	192		90		885	4		9	1,507
{ Unenumerated											36				51
{ Flour, bran, pollard, &c.															148
{ Chaff, hay, and straw															102
{ Potatoes															27
{ Wheat															
{ Unenumerated															
Grain, &c.,															
Class A.	1														1
{ Bark															23
{ Fruit and garden produce	2			1		1	25		8		23	1			189
{ Unenumerated			11	8								7			
Class B.															
{ Timber, hardwood									52	2					54
{ Sugar										46					46
{ Unenumerated		13	4	2	3		130		17	145				20	334
Class C.															
{ Dairy produce															3
{ Timber, softwood										57					58
{ Unenumerated															
1st Class.															
{ Machinery and castings			30	2			53			7				18	37
{ Unenumerated			6							142	16				237
2nd Class.															
{ Groceries and oilmen's stores ..	1						4			27					28
{ Unenumerated			4		15					265	5			1	294
3rd Class.															
{ Drapery			2				9								2
{ Unenumerated			24	9						137	7				186
Sundries.															
{ Agricultural implements															
{ Timber (mining)															
{ Wool															
{ All other goods—Freight paying.			6	16			13			21	5	2		2	65
Total tonnage forwarded	4	44	319	184	18	11	426		167	1,270	977	14		50	3,494
Total tonnage received	5	159	389	178	20		60		36	1,730	882	23	1	1	3,484
Livestock forwarded—															
{ Number of cattle, calves, and horses ..			15		10					25	29				79
{ " sheep and goats	10			1	93				2	132			50		288
{ " pigs			11	1	4		14			3	14			18	65

J. PICKERING, Comptroller of Accounts.

Adelaide, August 22nd, 1908.

Appendix 34.

COMPARATIVE STATEMENT for TEN YEARS ended JUNE 30th, 1908, PALMERSTON LINE.

Year ended June 30th.	Miles Open at end of Year.	Average Mileage Open during the Year.	Construction and Additional Requirements.		Rolling-stock.			Horses.	Tonnage of Goods and Livestock conveyed, excluding "On Service" Traffic.	Number of Passengers conveyed.	Gross Receipts.						Total Train Miles Run.
			Capital Cost. Average Miles open.	Average Cost per Mile Open.	Engines, and Motors.	Coaching Vehicles.	Goods and Livestock Vehicles.				Coaching Traffic.	Goods and Livestock Traffic.	Miscellaneous.	Total.	Per Train Mile.	Per Mile Open, Average Mileage.	
1899	145½	145½	\$ 1,155,684	7,947	6	7	134	—	3,187	3,191	\$ 3,173	\$ 10,091	\$ 1,494	14,758	d 115-53	\$ 102	30,657
1900	146½	146½	1,155,267	7,944	6	7	134	—	3,009	3,374	3,566	9,626	1,617	14,799	114-53	102	31,012
1901	145½	145½	1,170,484	8,049	6	7	134	—	2,981	4,097	3,415	8,892	1,638	13,845	109-75	95	30,277
1902	146½	146½	1,160,757	7,982	6	7	134	—	2,436	3,755	3,032	7,996	1,494	12,522	99-27	86	30,275
1903	146½	146½	1,175,056	8,080	6	7	134	—	2,455	3,631	2,913	7,000	1,385	11,298	89-13	78	30,422
1904	145½	145½	1,180,584	8,118	6	7	134	—	6,209	3,653	2,803	11,868	2,335	17,006	129-38	117	31,545
1905	146½	146½	1,179,059	8,104	6	7	134	—	3,790	4,203	3,469	9,524	2,436	15,429	120-61	106	30,703
1906	145½	145½	1,180,424	8,117	6	7	133	—	4,903	2,852	2,929	14,897	2,625	14,897	117-37	102	30,461
1907	145½	145½	1,180,395	8,117	6	7	137*	—	3,243	3,205	3,176	8,412	2,430	14,018	108-87	96	30,901
1908	146½	146½	1,180,174	8,115	6	7	137*	—	3,513	2,882	3,663	8,463	2,335	14,462	111-94	99	31,007
Totals	—	—	—	—	—	—	—	—	35,726	34,840	32,129	91,315	19,590	143,034	—	—	307,280
Average	145½	—	—	—	—	—	—	—	3,573	3,484	3,213	9,131	1,959	14,303	111-72	—	30,726

* This includes six Departmental.

COMPARATIVE STATEMENT for TEN YEARS ended JUNE 30th, 1908, PALMERSTON LINE—continued.

Year ended June 30th.	Maintenance of Way, Works, and Buildings.		Locomotive Power.		Carriage and Wagon Repairs.		Traffic Expenses.		Compensation.		General Charges.		Total Working Expenses.			Net Revenue.	
	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Per Train Mile.	Per Mile Open, Average Mileage.	Per cent. on Capital Cost.
1899	10,370	70.27	3,532	23.93	891	6.04	2,219	15.03	—	—	363	2.46	17,375	117.73	139.02	119	—
1900	18,304	123.68	2,723	18.40	584	3.95	2,408	16.27	—	—	321	2.17	24,340	164.47	184.37	167	—
1901	18,206	131.50	3,292	23.78	1,162	8.39	2,309	16.67	8	0.06	303	2.19	25,280	182.59	200.39	174	—
1902	29,001	231.60	2,418	19.31	792	6.32	2,108	16.83	2	0.02	328	2.62	34,649	276.70	274.67	238	—
1903	6,981	61.79	2,479	21.94	972	8.60	1,935	17.13	4	0.04	441	3.90	12,812	113.40	101.07	88	—
1904	7,037	41.88	2,621	15.41	899	5.29	2,300	13.52	2	0.01	360	2.12	13,219	100.57	100.57	91	0.32
1905	7,392	47.91	2,133	13.82	830	5.39	2,862	15.30	3	0.02	349	2.26	13,069	94.70	102.16	90	0.20
1906	7,966	53.47	2,040	13.70	893	6.53	2,236	15.01	2	0.01	340	2.28	13,854	93.00	109.15	95	0.09
1907	7,344	52.39	2,227	15.88	893	6.37	2,460	17.55	4	0.03	352	2.51	13,280	94.73	103.14	91	0.06
1908	7,578	52.40	2,175	15.04	1,507	10.42	2,456	16.98	15.	0.10	329	2.28	14,060	97.22	108.83	97	0.03
Totals	120,179	—	25,640	—	9,800	—	23,793	—	40	—	3,486	—	181,938	—	—	—	—
Average	12,018	84.02	2,564	17.93	980	6.85	2,279	15.93	4	0.03	349	2.44	18,194	127.20	142.11	—	—

J. PICKERING, Comptroller of Accounts.

Adelaide, August 25th, 1908.

Appendix 35.

DETAILED STATEMENT of TRAIN MILEAGE, PALMERSTON LINE, during the YEAR ended JUNE 30th, 1908.

Description.	Miles.
Passenger—Ordinary	10,134
Special	475
Goods—Ordinary	20,278
Special	120
Total	31,007

Adelaide, August 4th, 1908.

J. PICKERING, Comptroller of Accounts.

ALFD. LANGMAN, Loco. Accountant.

Appendix 36.

STATEMENT of REVENUE, WORKING EXPENDITURE, and INTEREST, from the Commencement to JUNE 30th, 1908.—PALMERSTON LINE.

	£	s.	d.	£	s.	d.
Working Expenditure	—	—	—	311,502	9	10
Interest paid on Bonds and Treasury Bills	1,091,422	3	2			
Less charged to the Capital account of the line during construction	136,597	1	4			
Charged to General Revenue	—	—	—	954,825	1	10
Revenue	—	—	—	1,266,327	11	8
Excess of Working Expenditure and Interest over Revenue	—	—	—	280,223	1	7
				£986,104	10	1

Adelaide, August 25th, 1908.

J. PICKERING, Comptroller of Accounts.

Appendix 37.

STATEMENT of the NUMBER of PERSONS EMPLOYED on the PALMERSTON LINE in JULY, 1908.

	Generally, for all Branches.	Traffic Branch.	Locomotive and Carriage Branch.	Maintenance Branch, including Engineering Staff for Construction.	Total.
Traffic and Locomotive Superintendent and Resident Engineer ..	1	—	—	—	1
Auditor and Paymaster	1	—	—	—	1
Clerk	1	—	—	—	1
Apprentices	—	—	1	—	1
Cleaners	—	—	2	—	2
District Foremen	—	—	—	1	1
Engineman	—	—	1	—	1
Fireman	—	—	1	—	1
Gangers	—	—	—	10	10
Guard	—	1	—	—	1
Locomotive Foreman	—	—	1	—	1
Mechanics	—	—	5	2	7
Packers and Laborers	—	—	3	39	42
Porters	—	2	—	—	2
Shunt Engineman	—	—	1	—	1
Stationmasters	—	1	—	—	1
Wagon Examiner	—	—	1	—	1
Totals (Europeans, 68; Chinese and coolies, 7)	3	4	16	52	75

Adelaide, August 25th, 1908.

J. PICKERING, Comptroller of Accounts.

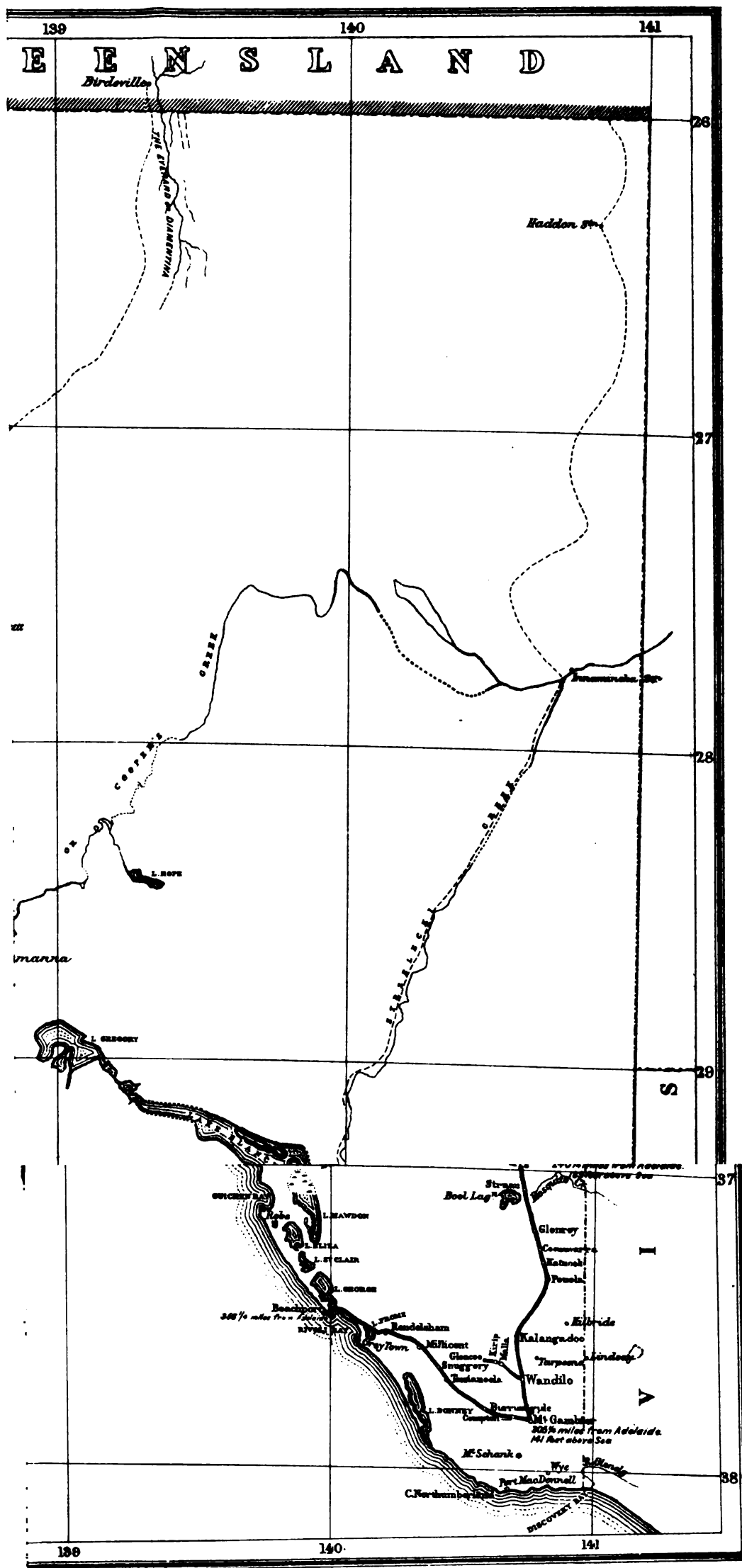
Appendix 38.

RETURN of the NUMBER and NATURE of the ACCIDENTS to LIFE and LIMB which OCCURRED in TRAM
WORKING during the YEAR ended JUNE 30th, 1908.—PALMERSTON and PINE CREEK LINE.

Date of Accident.	Locality.	Passengers.				Servants of the Department.				Miscellaneous.		Cause of Accident.
		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1908. June 20	Palmerston	—	—	—	—	—	—	1	—	—	—	Run over by train

Adelaide, August 31st, 1908.

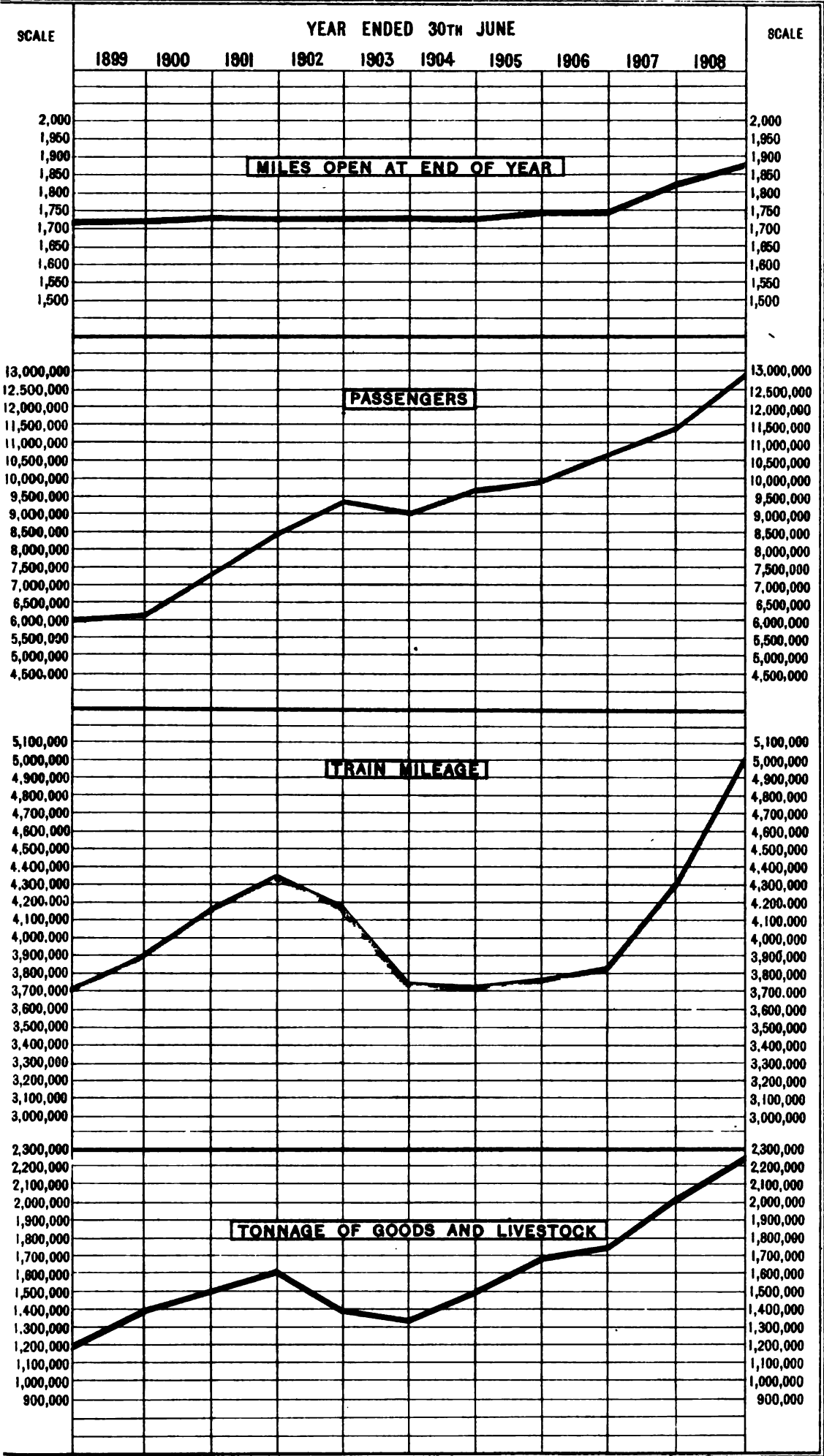
ALFRED N. DAY, Secretary.



1990

SOUTH AUSTRALIAN RAILWAYS
SOUTHERN PROVINCE

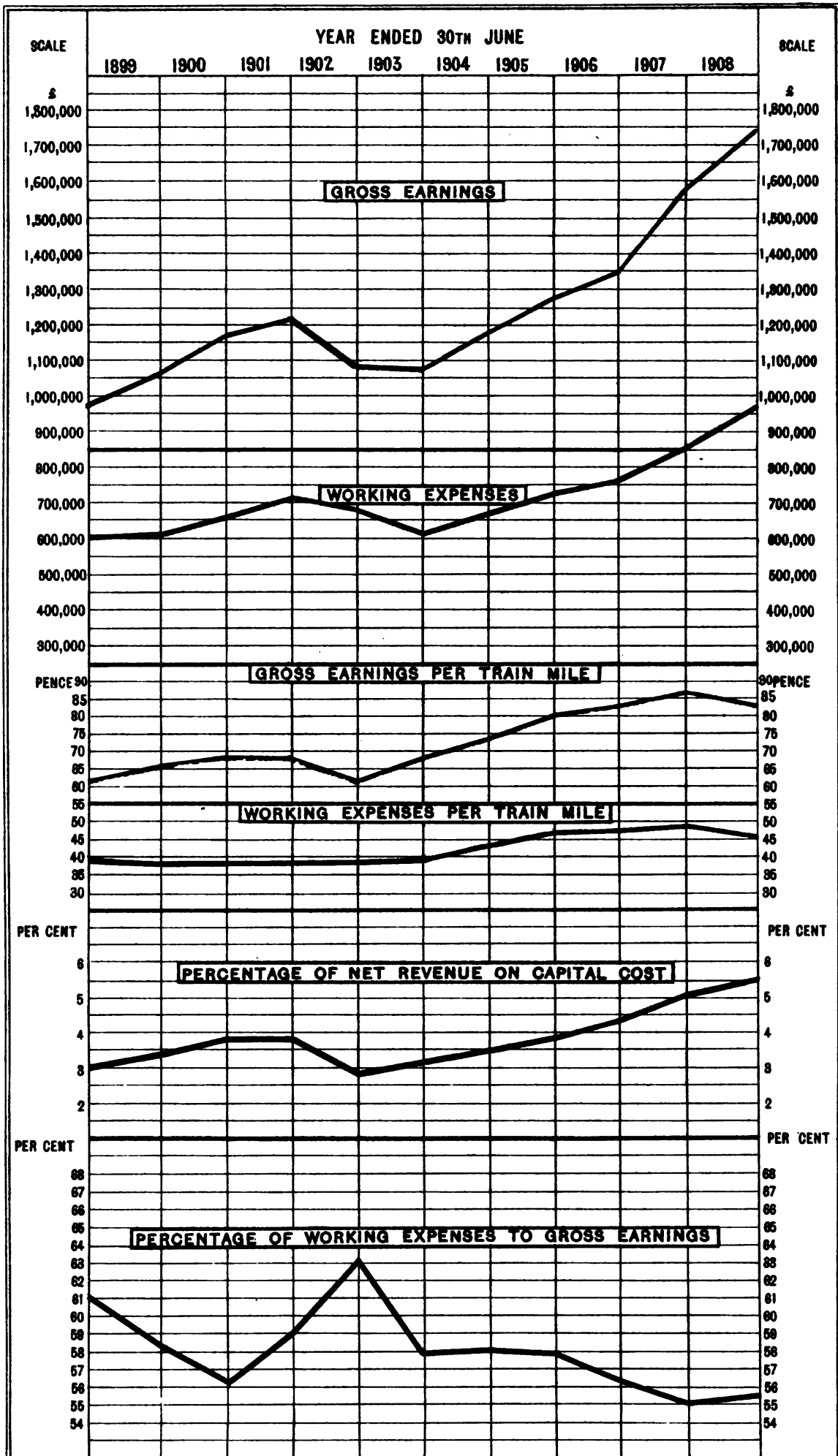
No. 1.



SOUTH AUSTRALIAN RAILWAYS

SOUTHERN PROVINCE

No. 2.





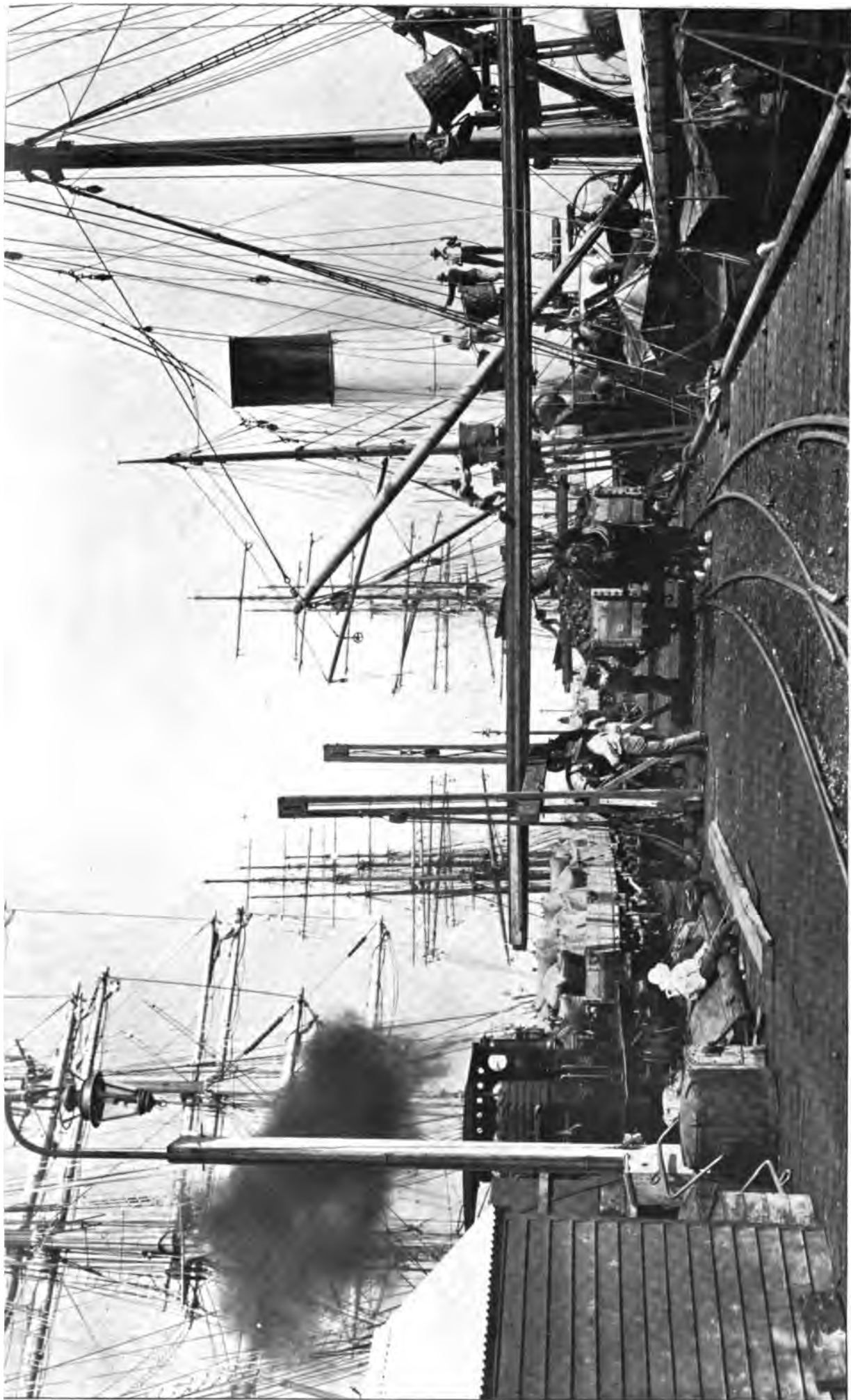
VIADUCT, SOUTH LINE, NEAR BLACKWOOD.



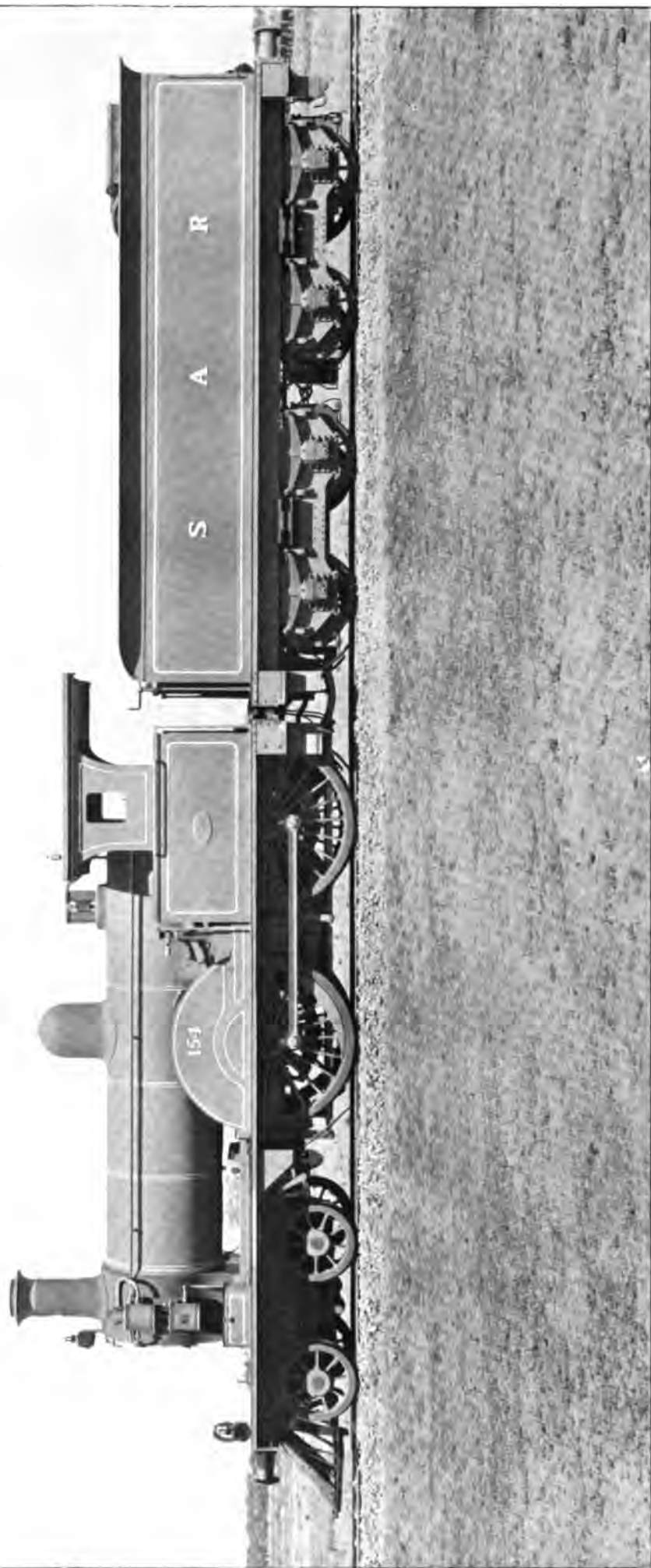
WATSON'S GAP BRIDGE (REINFORCED CONCRETE) BETWEEN PORT ELLIOT AND VICTOR HARBOR. (2)



BRIDGE (REINFORCED CONCRETE) OVER HINDMARSH RIVER, NEAR VICTOR HARBOR.



WALLAROO JETTY.



EXPRESS PASSENGER LOCOMOTIVE, CLASS "S," 5 ft. 3 in. GAUGE.

Cylinders, 1 ft. 6 in. diameter by 2 ft. stroke; diameter of coupled wheels, 6 ft. 6 in.; working pressure, 150 lbs. per square inch; capacity of tender, 5 tons of coal and 4,000 galls. of water; total weight in working order, $82\frac{1}{2}$ tons.



MIXED TRAFFIC LOCOMOTIVE, CLASS "N," 5ft. 3in. GAUGE.

Cylinders. 1ft. 7in. diameter by 2ft. stroke; diameter of coupled wheels. 5ft.; working pressure, 175lbs. per square inch; capacity of tender, 5 tons of coal and 4,000galls. of water; total weight in working order, 92½ tons.



MIXED TRAFFIC LOCOMOTIVE, CLASS "RX," 5ft. 3in. GAUGE.

Cylinders, 1ft. 6in. diameter by 2ft. stroke; diameter of coupled wheels, 4ft. 6in.; working pressure, 175lbs. per square inch; capacity of tender, 5 tons of coal and 2,040galls. of water; total weight in working order, 68½ tons.



GOODS LOCOMOTIVE, CLASS "YX," 3ft. 6in. GAUGE.

Cylinders, 1ft. 2½ in. diameter by 1ft. 8 in. stroke; diameter of coupled wheels, 3ft. 3½ in.; working pressure, 18½ lbs. per square inch; capacity of tender, 4½ tons of coal and 1,600 galls. of water; total weight in working order, 48 tons.



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